

CHESAPEAKE
BAY CROSSING STUDY
TIER 1 NEPA





FINAL ENVIRONMENTAL IMPACT STATEMENT
and
RECORD OF DECISION

MARCH 2022

MDTA Maryland Transportation Authority
U.S. Department of Transportation Federal Highway Administration

CHESAPEAKE BAY CROSSING STUDY: TIER 1 NEPA

Maryland

FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION

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By:
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
MARYLAND TRANSPORTATION AUTHORITY

In Cooperation with:
US Army Corps of Engineers, US Environmental Protection Agency,
US Coast Guard, National Marine Fisheries Service,
Maryland Department of the Environment, Maryland Department of Natural Resources,
and the Maryland Department of Transportation State Highway Administration

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The Chesapeake Bay Crossing Study: Tier 1 NEPA analysis considered corridors for providing additional capacity and access across the Chesapeake Bay in order to improve mobility, travel reliability and safety at the existing Bay Bridge. The Study evaluated potential new corridor alternatives, including an assessment of existing and potentially expanded transportation infrastructure needed to support additional capacity, improve travel times, and accommodate maintenance activities, while considering financial viability and environmental responsibility. This combined Tier 1 Final Environmental Impact Statement and Record of Decision includes responses to public and agency comments received during the comment period on the Tier 1 Draft Environmental Impact Statement (February 23 through May 17, 2021). This combined document also provides additional information concerning the analysis of corridor alternatives and anticipated environmental effects based on public and agency input. On the basis of all this information and the entire Study administrative record, FHWA and MDTA select Corridor 7 as the Preferred Corridor that best meets the Tier 1 Study Purpose and Need.

CHESAPEAKE
BAY CROSSING STUDY
TIER 1 NEPA

FINAL ENVIRONMENTAL IMPACT STATEMENT

MARCH 2022

MDTA
Maryland
Transportation
Authority

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ABBREVIATIONS & ACRONYMS

ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
ADT	Average Daily Traffic
AET	All Electronic Tolling

ABBREVIATIONS & ACRONYMS

APE	Area of Potential Effects
BMC	Baltimore Metropolitan Council
BCS	Bay Crossing Study
BRT	Bus Rapid Transit
CAA	Clean Air Act
CARA	Corridor Alternatives Retained for Analysis
CAV	Connected and Automated Vehicle
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CH_4	Methane
CHART	Coordinated Highways Action Response Teams
CO_2	Carbon Dioxide
CWA	Clean Water Act
DEIS	Draft Environmental Impact Statement
EFH	Essential Fish Habitat
EIA	Energy Information Administration
EIS	Environmental Impact Statement
EJ	Environmental Justice
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Endangered Species Act
EV	Electric Vehicle
FAST (Act)	Fixing America's Surface Transportation
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Administration
FHWA	Federal Highway Administration
FIDS	Forest Interior Dwelling Species
FIRM	Federal Insurance Rate Map
FHWA	Federal Highway Administration
GHG	Greenhouse Gas
GIS	Geographic Information System
ICM	Interagency Coordination Meeting
iPaC	Information for Planning and Consultation
JPA	Joint Permit Application
LOS	Level of Service
MCCC	Maryland Commission on Climate Change
MDE	Maryland Department of the Environment
MDNR	Maryland Department of Natural Resources

ABBREVIATIONS & ACRONYMS

MDOT	Maryland Department of Transportation
MDP	Maryland Department of Planning
MDTA	Maryland Transportation Authority
MDTA-RPCA	Maryland Transportation Authority-Recommended Preferred Corridor
MHHW	Mean Higher High Water
MHT	Maryland Historical Trust
MOA	Modal and Operational Alternative
MSAT	Mobile Source Air Toxics
MSTM	Maryland Statewide Transportation Model
MTA	Maryland Transit Administration
NATA	National-Scale Air Toxics Assessment
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO_2	Nitrogen Dioxide
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRCS	National Resources Conservation Service
NRHP	National Register of Historic Places
NSA	Noise-Sensitive Area
PCA	Preferred Corridor Alternative
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
ROD	Record of Decision
SAV	Submerged Aquatic Vegetation
SCA	Selected Corridor Alternative
SHA	State Highway Administration
SHPO	State Historic Preservation Officer
SSPRA	Sensitive Species Project Review Areas
TSM/TDM	Transportation System Management / Travel Demand Management
TSMO	Transportation Systems Management and Operations
TSO	Transportation Secretary's Office
USACE	United States Army Corps of Engineers
USC	United States Code
USCG	United States Coast Guard
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency

ABBREVIATIONS & ACRONYMS

USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
VPD	Vehicles per Day
WOTUS	Waters of the United States
ZEEVIC	Zero Emission Electric Vehicle Infrastructure Council
ZEV	Zero Emission Vehicle

1 INTRODUCTION

The Maryland Transportation Authority (MDTA), in coordination with the Federal Highway Administration (FHWA), is conducting the Chesapeake Bay Crossing Study: Tier 1 National Environmental Policy Act (NEPA), referred to as the "Bay Crossing Study" (BCS). As announced by Governor Larry Hogan, the Bay Crossing Study is the critical first step to begin addressing existing and future congestion at the William Preston Lane Jr. Memorial Bridge (Bay Bridge) and its approaches along US 50/US 301. The study encompasses a broad geographic area, spanning nearly 100 miles of the Chesapeake Bay (the Bay) from the northern-most portion in Harford and Cecil counties to the southern border with Virginia between St. Mary's and Somerset counties.

The Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) has been prepared pursuant to Council on Environmental Quality (CEQ) regulations[1] at 40 CFR 1502 and 40 CFR 1505.2 and FHWA regulations at 23 CFR 771.124 – 127. The FEIS provides supplementary information; revisions to the February 2021 Draft Environmental Impact Statement (DEIS) in consideration of agency and public comments received on the DEIS and responses to comments received.

A combined FEIS and ROD document (per 23 USC §139(n), 23 CFR 771.124) does not have a comment period or a 30-day waiting period because these documents are published as a single document. The US Environmental Protection Agency (USEPA) publishes a Notice of Availability (NOA) in the Federal Register for combined FEIS/ROD documents.

The full text of the DEIS is not reproduced in this document. Rather, the FEIS focuses on changes and updates to the DEIS, summaries and responses to public and agency comments, and identification of Corridor 7 as the Preferred Corridor Alternative (PCA). The ROD documents Corridor 7 as the Selected Alternative. The content of the DEIS remains valid except where changes are noted in this FEIS. The following sections are included in this FEIS/ROD:

- **Chapter 1 - Introduction** – Provides background information on the Bay Crossing Study, Purpose and Need, DEIS Activities, and the PCA.
- **Chapter 2 - Errata Table of Changes** – Lists specific edits and corrections to the DEIS.
- **Chapter 3 – Supplementary Analysis and Discussion** – Provides supplementary information on topics including Traffic, Climate Change and Sea Level Rise, Environmental Justice, and Section 106 of the U.S. Department of Transportation Act of 1966.

[1] The EIS was prepared under the CEQ regulations in place prior to the 2020 CEQ update.

- **Chapter 4 – Summary of Public Involvement and Public Comments** – Summarizes the public outreach activities and comments received on the DEIS.
- **Chapter 5 - Summary of Agency Coordination and Comments** – Provides an overview of the agency coordination activities since the release of the DEIS and comments received from federal, state, and local agencies on the DEIS.
- **Chapter 6 – Preferred Corridor Alternative (PCA)** – Provides discussion of the rationale for identifying Corridor 7 as the PCA, including consideration of agency and public comments on the DEIS.
- **Chapter 7** – **Record of Decision** – Finalizes the selection of Corridor 7 as the Selected Alternative, with discussion of commitments and next steps.

Additionally, **Appendix A** includes all comments received during the DEIS comment period, with summaries and responses categorized by topics. **Appendix B** includes agency DEIS comments and responses. **Appendix C** includes a response to a report prepared by AKRF commissioned by the Queen Anne's Conservation Association. **Appendix D** includes agency correspondence since the DEIS.

1.1 Background

The Tier 1 NEPA Study represents the MDTA's first step within a two-tiered NEPA approach and includes a high-level, qualitative review of cost, engineering, and environmental data. Consistent with 40 CFR 1508.28, a tiered environmental review process is an appropriate strategy for NEPA review because of the regional needs to be addressed by the proposed action, the broad influence of the Bay Crossing from both an environmental and socio-economic perspective, and expansive size of the study's geographical area.

This Tier 1 NEPA Study has defined existing and future transportation conditions and needs at the existing Bay Bridge, identified broad corridor alternatives (including a "No-Build" alternative), documented the corridor alternative screening process, identified the most reasonable Corridor Alternatives Retained for Analysis (CARA), and evaluated potential environmental impacts of the CARA. The DEIS identified one PCA, Corridor 7, as the MDTA-PCA.

The Tier 1 NEPA Study will conclude following issuance of the ROD. Approval of the ROD does not presume initiation of a Tier 2 NEPA Study since no funding has been identified. In comparison to the more general Tier 1 analyses, a Tier 2 NEPA Study would result in project-level (site-specific) decisions made through evaluation of specific alignments within the PCA selected in the Tier 1 NEPA Study. Tier 2 analysis would include detailed engineering design of alternative alignments and the assessment of potential environmental impacts associated with those alignments. Consistent with NEPA's requirements, agency and public involvement would be an essential part of an eventual Tier 2 NEPA Study.

1.2 Summary of Purpose and Need

The Chesapeake Bay Crossing Study: Tier 1 NEPA considered corridors for providing additional capacity and access across the Chesapeake Bay in order to improve mobility, travel reliability and safety at the existing Bay Bridge. This Tier 1 NEPA Study evaluated potential new corridor alternatives through the

assessment of existing and potentially expanded transportation infrastructure needed to support additional capacity, improve travel times, and accommodate maintenance activities, while considering financial viability and environmental responsibility.

The following three primary needs were identified for the Tier 1 NEPA Study and are the basis for evaluating corridor alternatives:

- Adequate Capacity;
- Dependable and Reliable Travel Times; and
- Flexibility to Support Maintenance and Incident Management in a Safe Manner.

Congestion currently experienced at the Bay Bridge during weekdays and summer weekends is due to increasing travel demands and the inadequate capacity of the existing Bridge and its approach roadways. Adding to the congestion problem is a need for increased rehabilitation and maintenance efforts in future years, which will require lane closures and result in further back-ups and delays. The region needs a dependable Bay crossing that provides reliable operating speeds and travel times; facilitates emergency services and evacuation events; allows access to employment and recreation areas; and offers flexible options for safe travel during rehabilitation, maintenance, and incident management on the existing Bay Bridge. Therefore, the purpose of the Bay Crossing Tier 1 NEPA Study is to consider corridors for providing additional capacity and access across the Bay in order to improve mobility, travel reliability and safety at the existing Bay Bridge. After extensive vetting, including public input, the MDTA, FHWA, and the Bay Crossing Study cooperating agencies concurred on this Purpose and Need for the Bay Crossing Study.

The evaluation of potential new corridor alternatives for the Bay Crossing Study included an assessment of the transportation infrastructure needed, while also taking into account financial viability and environmental responsibility, accounting for potential adverse effects to the Bay and the important natural, recreational, socioeconomic and cultural resources it supports.

For more detailed information on the Bay Crossing Study Purpose and Need, refer to Chapter 2 of the DEIS and the Purpose and Need Statement.

The COVID-19 pandemic has had an impact on both weekday and weekend travel patterns throughout the nation, including at the Bay Bridge. The short-term impacts of the pandemic continue to evolve, and it is too soon to define the long-term impacts at this time. However, available data (presented in **Section 3.1**) indicates that Bay Bridge traffic levels have largely returned to pre-pandemic levels.

In April 2020, MDTA completed a $27 million deck rehabilitation project, which replaced the westbound outside lane deck surface. To expedite project completion, MDTA removed one travel lane from service during peak periods, which resulted in significant queuing during peak travel periods. MDTA has initiated design for similar improvements to the eastbound span, construction of which is anticipated to begin in 2022. This further underscores the need for new capacity to account for future maintenance activities at the Bay Bridge.

1.3 SUMMARY OF DEIS ACTIVITIES

Beginning on February 23, 2021, the DEIS, including the MDTA-Recommended Preferred Corridor Alternative (MDTA-RPCA), was made available for public review and comment through the BCS website (www.baycrossingstudy.com).

The Tier 1 DEIS was posted to the BCS website on February 23, 2021, with notices sent to the BCS mailing list. The Notice of Availability was published in the Federal Register on March 5, 2021. Overall, the public was afforded the opportunity to comment on the document for a period of 84 days, from February 23 through May 17, 2021. MDTA provided the public numerous options to comment on the document, which included submitting an email to info@baycrossingstudy.com, visiting the Bay Crossing Study website and leaving a comment through the online comment form; sending a letter to the MDTA; through private testimony which was available via voicemail during all testimony sessions; and through live public testimony at one of the six testimony sessions. Additionally, comments sent to Governor Hogan or Secretary of Transportation Gregory Slater were forwarded to MDTA.

Hard copies of the DEIS were also made available for public review. Due to the COVID-19 pandemic, the facilities that would normally host the document for public viewing were initially closed. After the DEIS was released and facilities gradually opened, the document was made available for public viewing at 13 locations throughout five counties in the study area. A phone line was made available for members of the public to request an alternative way to view the document.

For more information on public and agency comments received, refer to **Chapter 4** and **Chapter 5.** For a full list of comments received and responses, refer to **Appendix A** and **Appendix B**.

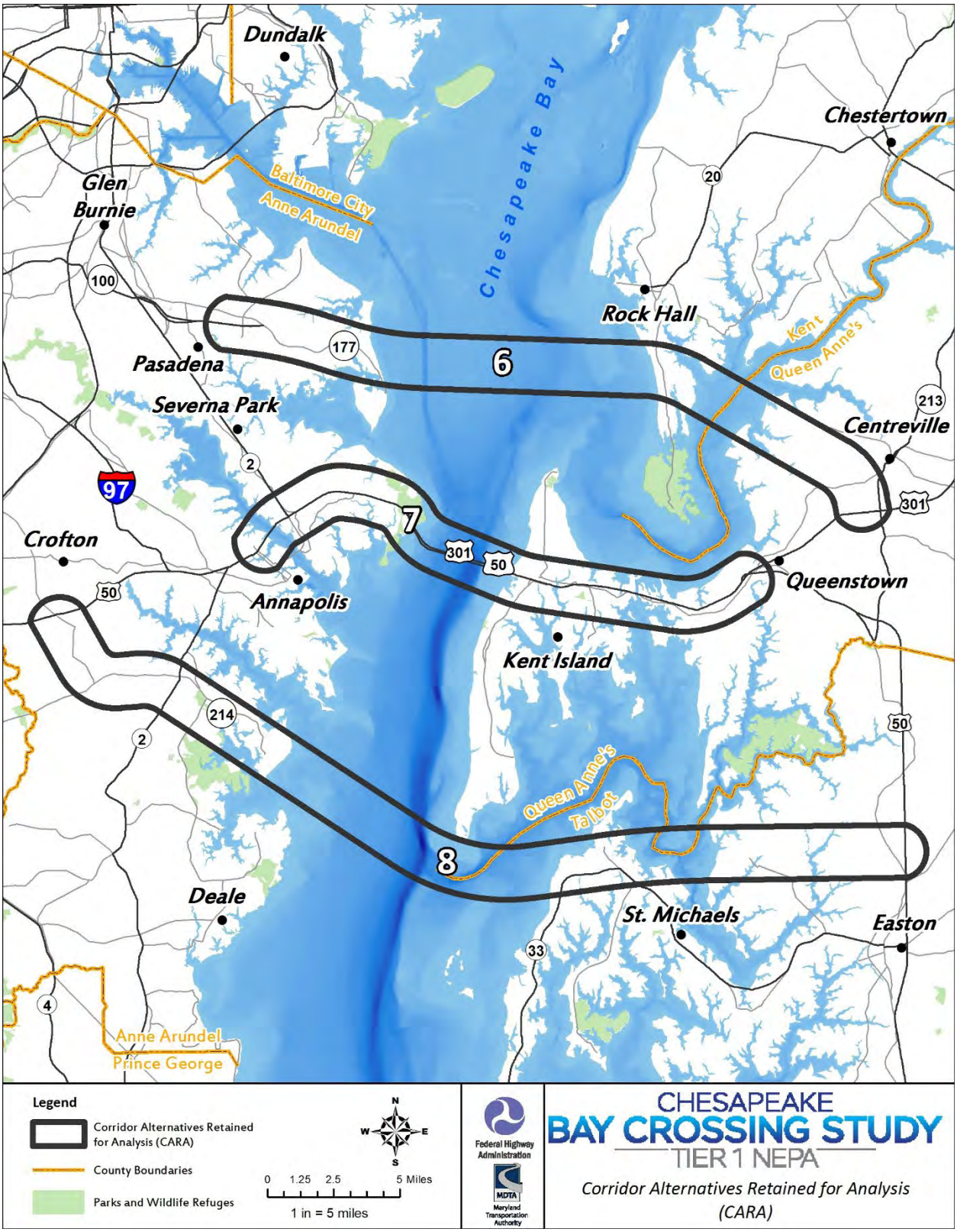
1.4 PREFERRED CORRIDOR ALTERNATIVE (PCA)

The February 2021 DEIS identified Corridor 7 as the MDTA-RPCA. Based on the information presented in the DEIS along with agency and public input received on the DEIS, and supplementary information included in this FEIS, MDTA has identified Corridor 7 as the PCA. See **Figure 1-1** for the limits of Corridor 7.)

Analysis of traffic considerations indicate that Corridor 7 would have substantial advantages over the other CARA, Corridors 6 and 8. (See **Chapter 6** for more detail.) Additional transportation capacity in Corridor 7 would:

- Provide the greatest traffic relief at the Bay Bridge and thus have a greater ability to meet the Tier 1 DEIS Purpose and Need.
- Divert substantially more traffic away from the Bay Bridge lanes in terms of total vehicles per day on both summer weekends and non-summer weekdays.
- Result in greater peak-hour congestion relief on the Bay Bridge lanes compared to an equivalent number of lanes in Corridors 6 or 8.

Figure 1-1: Corridor Alternatives Retained for Analysis (CARA)



Evaluation of engineering, cost, and environmental concerns also demonstrated substantial benefits of Corridor 7 compared to the other CARA. Specifically:

- Corridor 7 would likely be the least costly of the three CARA because of the ability to utilize existing roadway infrastructure on US 50/301 and the shorter length of crossing over the Chesapeake Bay.
- Corridor 7 would potentially have lower overall environmental impacts due to the shorter Chesapeake Bay crossing length and ability to utilize existing on-land roadway infrastructure along US 50/301. Corridors 6 and 8 would require longer crossings and more roadway infrastructure along a new alignment, likely resulting in greater impacts to sensitive environmental resources in and around the Chesapeake Bay.
- Corridors 6 and 8 would likely cause substantial indirect effects from new connectivity between rural lands on the Eastern Shore and employment centers such as Baltimore and Washington, DC. Corridors 6 and 8 could lead to substantial pressure for new residential development, especially on the Eastern Shore, with corresponding impacts to farmland and natural resources. Corridor 7 would have some indirect effects, but they would be more consistent with existing land use patterns and plans.

MDTA received a total of 861 comments during the DEIS comment period, including public testimony, written comments, and electronic submissions. Federal, state, and local agencies also provided comments on the DEIS. All comments have been reviewed and where warranted, changes to the DEIS have been addressed. **Chapters 4** and **5**, **Attachment A**, and **Attachment B** include more detailed discussion of public and agency comments.

2 ERRATA TABLE OF DEIS CHANGES

Table 2-1 below provides an overview of edits to the text of the DEIS. These edits reflect relatively minor updates and corrections that were identified based on agency and public comments. Each row of the table includes the section and page number of the DEIS where the original text is located, the revised text with edits shown in red, and notes to explain the revision made. More substantial additions to the DEIS text are included in **Chapter 3**, Supplementary Analysis.

Table 2-1: Errata Table of DEIS Changes

DEIS LOCATION	REVISED TEXT	REVISION NOTES
Section 4.1.4 (Page 4-10)	~~The FHWA Title VI Program requires consideration of~~ Executive Order (EO) 12898 – Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations (1994) directs federal agencies to ensure federal programs do not result in disproportionately high and adverse environmental or health impacts to these populations by requiring federal agencies to: *"…promote nondiscrimination in federal programs substantially affecting human health and the environment and provide minority and low-income communities' access to public information on, and an opportunity for public participation in, matters relating to human health or the environment."*	Revised to remove reference to Title VI.
Section 4.2.3.2 (Page 4-28)	There are 14 recorded historic properties in Corridor 7 (**Table 4-13**), including two National Historic Landmarks (NHLs): the U.S. Naval Academy (AA-359) and Whitehall (MIHP AA-325). The U.S. Naval Academy was designated an NHL on July 4, 1961. Properties determined eligible for the NRHP include the Stevensville Historic District. Whitehall, located at the edge of Corridor 7, was designated as a NHL on October 9, 1960 and listed in the NRHP on October 15, 1966.	Revised to add Whitehall, located at the edge of Corridor 7.

<table>
<tr><th>DEIS LOCATION</th><th>REVISED TEXT</th><th>REVISION NOTES</th></tr>
<tr><td>Section 4.2.3.2 (Page 4-28)</td><td>A new crossing within Corridor 7 could impact 14 recorded historic properties, including two NHLs: the U.S. Naval Academy (MIHP AA-359) and Whitehall (MIHP AA-325). Particular attention must be paid to the U.S. Naval Academy and Whitehall per Section 110(f) of the NHPA and 36 CFR 800.10 which requires the agency official to undertake such planning and actions as may be necessary, to the maximum extent possible, to minimize harm to any NHL that may be directly and adversely affected by an undertaking. A Tier 2 alignment within Corridor 7 that is adjacent to the existing US 50/301 corridor on its southern side would have the potential to avoid impacts to the U.S. Naval Academy as well as the Stevensville Historic District and White's Heritage. Approximately 2.5 acres of the 115-acre Whitehall property are located within the edge of Corridor 7; avoidance of this resource would be possible. Of the three CARA, selecting Corridor 7 as the preferred corridor alternative would require the most architectural surveying during Tier 2.</td><td>Revised to add Whitehall, located at the edge of Corridor 7.</td></tr>
<tr><td>Table 4-13 (Page 4-29)</td><td>Table 4-13: Historic Properties within Corridor 7
<table>
<tr><th>ID</th><th>COUNTY</th><th>MIHP NO.</th><th>NAME</th><th>STATUS AND DATE</th><th>SIGNIFICANCE CRITERION</th></tr>
<tr><td>14</td><td>Anne Arundel</td><td>AA-325</td><td>Whitehall</td><td>Listed 10/15/1966; NHL designated 10/9/1960</td><td>C-Architecture</td></tr>
</table></td><td>Added new row to Table 4-13 to include Whitehall.</td></tr>
<tr><td>Table 4-16 (Page 4-32)</td><td>Table 4-16: Summary of Historic Properties and Architectural Resources within the CARA
<table>
<tr><th>CORRIDOR</th><th>RECORDED HISTORIC PROPERTIES</th><th>UNEVALUATED MIHP RESOURCES</th><th>NOT ELIGIBLE RESOURCES</th><th>RESOURCES BUILT PRE-1980</th></tr>
<tr><td>6</td><td>2</td><td>37</td><td>20</td><td>1,070</td></tr>
<tr><td>7</td><td>14 (including 2 NHLs)</td><td>94</td><td>44</td><td>2,130</td></tr>
<tr><td>8</td><td>15</td><td>102</td><td>10</td><td>1,254</td></tr>
</table></td><td>Revised Table 4-16 to include Whitehall.</td></tr>
</table>

<table>
<tr><th>DEIS LOCATION</th><th>REVISED TEXT</th><th>REVISION NOTES</th></tr>
<tr><td>Section 4.3.5 (Page 4-39)</td><td>MDTA has inventoried 30 recorded historic sites within the CARA. There are two in Corridor 6, 14 in Corridor 7, and 14 in Corridor 8. In addition to the recorded historic sites, MDTA has identified nine additional archaeological sites that are listed in the NRHP or eligible for listing in the NRHP. There are four in Corridor 8 and 5 in Corridor 9. Archaeological sites are only subject to Section 4(f) if they possess value for preservation in place. No determination on whether these sites possess value for preservation in place will be made during Tier 1. Coordination with the official with jurisdiction, MHT, is required to obtain a lack of objection that archaeological sites possess minimal value for preservation in place. This coordination would take place during Tier 2. Table 4-18 summarizes the known historic sites that could potentially be affected if Tier 1 concludes with the identification of a corridor as the Selected Alternative. If Tier 1 identifies the No-Build as the Selected Alternative, no Section 4(f) Historic Sites would be affected. The official with jurisdiction over historic sites in Maryland is the MHT. The ACHP is also participating in Section 106 Consultation for the Bay Crossing Study and is also an OWJ over Historic Sites. The greatest number of historic sites is within Corridor 8. MDTA has also identified two NHLs: the United States Naval Academy and Whitehall in Corridor 7. The National Park Service is an additional OWJ over NHLs. Impacts to NHLs warrant more stringent consultation under Section 106 as outlined in 36 CFR 800.10, up to and including involvement of the Secretary of the Interior (36 CFR 800.10(c)). Relatively small portions of the U.S. Naval Academy and Whitehall are within Corridor 7 and impacts are likely to be avoided.</td><td>Revised to add Whitehall, located at the edge of Corridor 7.</td></tr>
<tr><td>Table 4-18 (Page 4-40)</td><td>Table 4-18: Inventory of Section 4(f) Historic Sites
<table>
<tr><th>ID</th><th>SECTION 4(f) PROPERTY</th><th>SIZE (ACRES)</th><th>AREA WITHIN CORRIDOR</th><th>COUNTY</th></tr>
<tr><td colspan="5">Corridor 7</td></tr>
<tr><td>14</td><td>Whitehall (NHL)</td><td>115</td><td>2.5</td><td>Anne Arundel</td></tr>
<tr><td colspan="2">Area of Historic Sites in Corridor 7</td><td colspan="3">463</td></tr>
</table></td><td>Revised Table 4-18 to include Whitehall.</td></tr>
</table>

DEIS LOCATION	REVISED TEXT	REVISION NOTES
Section 4.4.2 (Page 4-45)	The Maryland Tidal Wetlands Act restricts construction and development actions in tidal wetlands. The Board of Public Works (BPW) authorizes Tidal Wetlands Licenses. In some cases, BPW allows MDE to directly issue a license via COMAR Title 26.24. In other cases, MDE reviews the application and makes a recommendation to BPW as to whether a license should be issued. In those latter cases, the Board's Wetlands Administrator receives MDE's recommendation, conducts an independent review, and then submits a recommendation to BPW. BPW votes to grant or deny the license application at one of its regularly scheduled open meetings. The Maryland Tidal Wetlands Act provides protection against unregulated activities that would affect adversely the value of the tidal wetland as a source of nutrients to finfish, crustacea, and shellfish of significant economic value.	Revised to clarify the Maryland Tidal Wetlands Act administration.
Section 4.4.2 (Page 4-45)	Section 404 regulations at 40 CFR Part 230.3(t) defines a jurisdictional wetland as follows: "Wetlands are areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." A Section 404 authorization triggers the requirement to satisfy the conditions identified under Section 401 of the Clean Water Act (CWA). Section 401 requires any applicant seeking a federal permit or license for an activity that "may result in any discharge into the navigable waters" to obtain a water quality certification from the State. This requirement ensures that the proposed activity will not violate State water quality requirements in addition to other requirements under the CWA. Section 401 recognizes that water quality standards are set at state and tribal levels; it provides a process for federal agencies to check in with states and have them certify that the project will not violate these standards and other requirements.	Added a new paragraph to note the Water Quality Certification (WQC) requirements.

DEIS LOCATION	REVISED TEXT	REVISION NOTES
Section 4.4.2.1 (Page 4-54)	Corridor 7 contains approximately 394,020 linear feet of mapped surface waters associated with tributary rivers and streams, (Figure 4-8). The western portion of the corridor intersects with the Severn River and multiple tributaries to the Severn River within the extreme western portion of the study area. The Severn River is classified as a State designated Scenic and Wild River. Because of this classification, potential impacts to the Severn River and its viewshed would need to be coordinated with MDNR at a later phase. Continuing east, Corridor 7 intersects with Mill Creek, Whitehall Creek, and Meredith Creek before spanning the Bay. As it continues east across the Bay, Corridor 7 intersects with Thompson Creek and Cox Creek on Kent Island, and the Wye River and Wye River East within the eastern portion of the corridor. The Wye River is classified as a Tier II High Quality Water. The larger, tidal waters associated with Corridor 7 are classified as Use Class II waters, while the smaller, non-tidal tributaries are classified as Use Class I.	Revised to note the correct term "State designated Scenic and Wild River". (Corrected from "Wild and Scenic").
Section 4.4.4 (Page 4-59)	The Chesapeake Bay Critical Area encompasses land that is within 1,000 feet of the mean high tide line of the bay and adjacent streams and rivers. Within the Critical Area, three land classifications have been designated: Intensely Developed Areas (IDAs), Limited Development Areas (LDAs), and Resource Conservation Areas (RCAs). Each of these areas has specific regulations that dictate future development while accounting for the current surrounding land use and land cover. The Critical Area also has two additional areas identified as Corporate Land (CL) and Federal Land (FED). These designations are for lands that are corporately owned or owned by the federal government and are not classified as RCA, LDA, or IDA because activities on these lands are not directly regulated through the state's Critical Area Program but are regulated through the Coastal Zone Management Act. The Critical Area Commission (CAC) also regulates a 100-foot buffer which consists of the first 100-feet landward of tidal waters, tidal wetlands, or tributary streams. For further protection, the 100-foot buffer is expanded to include steep slopes, adjacent non-tidal wetlands, and hydric or highly erodible soils. Through partnerships with local and state agencies, the Chesapeake Bay Critical Area program also provides protection for habitat protection areas, including; non-tidal wetlands, threatened and endangered species habitat, species in need of conservation, anadromous spawning waters, and designated and regulated state and local plant and wildlife habitats.	Added text to explain the Critical Area program habitat protection areas.

DEIS LOCATION	REVISED TEXT	REVISION NOTES
Section 4.4.4.2 (Page 4-61)	Corridor 7 contains approximately 9,810 acres of land that falls within the limits of the Critical Area. The majority is classified as RCA but the corridor also contains relatively high levels of both LDA and IDA (**Figure 4-10**). Within the western extent, the Critical Area is primarily associated with the Severn River and the western shoreline of the Bay. A large portion of the western extent of Corridor 7, primarily along the northern corridor border, is located outside the limits of the Critical Area. A large area of CL is mapped within the western portion of Corridor 7, just north of Annapolis, MD. Impacts to CL are administered under the Coastal Zone Management Act, not the Critical Area Program.	Revised misspelling of "area."
Section 4.4.4.4 (Page 4-62)	Coordination with the CAC Staff and local jurisdictions would be required to evaluate potential impacts and associated mitigation should a corridor alternative be carried forward for further evaluation. During the planning process, special attention must be paid to areas with steep slopes and highly erodible soils, adjacent non-tidal wetlands, and areas containing hydric soils as these areas will be subject to Critical Area buffer expansion.	Revised to add additional areas subject to Critical Area buffer expansion.
Section 4.4.7 (Page 4-73)	The EFH data were obtained from the NOAA EFH Data Inventory that categorizes EFH by fish species. The categories include habitat for Atlantic butterfish (*Peprilus tricanthus*), black sea bass (*Centropristis striata*), bluefish (*Pomatomus saltatrix*), scup (*Stenotomus chrysops*), and summer flounder (*Paralichthys dentatus*). For the purposes of this comparative analysis, these fish species have been combined into a single EFH category. While not listed in the data inventory, it should also be noted that the project area contains designated EFH for juvenile and adult windowpane flounder (Scophthalmus aquosus). **Appendix A** includes detailed maps of SAV within each corridor.	Revised to include information about windowpane flounder.

DEIS LOCATION	REVISED TEXT	REVISION NOTES
Section 4.4.7.4 (Page 4-77)	The corridor study areas intersect with larger tributaries that serve as critical spawning, migrating, resting, feeding, and rearing habitat for anadromous fish including American Shad. Corridor 6 spans the Chester River along the Eastern Shore and provides the largest area of critical spawning habitat of the three corridor study areas. Corridor 6 also spans a small section of Magothy River spawning habitat, located along the Western Shore. Corridor 8 spans a relatively large area of critical spawning habitat associated with the Eastern Bay and Miles River, also along the Eastern Shore. Corridor 7 contains the least amount of critical spawning area and is associated with the Severn River, along the Western Shore near Annapolis, MD.	Revised to include additional life stages for anadromous fish.
Section 4.4.7.4 (Page 4-78)	"Special Aquatic Sites" are regulated under Section 404 of the CWA as a subset of WOTUS and are classified as areas which possess special ecological characteristics of productivity, habitat, wildlife protection, or other important and easily disrupted ecological values. NOB's, oyster sanctuaries, and SAV are all considered Special Aquatic Sites under Section 404. Other Special Aquatic Sites include vegetated tidal wetlands, mudflats, and subaqueous gravel substrates. These sites are generally recognized as significantly influencing or positively contributing to the overall environmental health of the entire ecosystem and receive special attention under EPA's Section 404 (b) (1) guidelines. Because degradation or destruction of these areas may result in an irreversible loss of valuable aquatic habitat, emphasis must be placed on avoidance and minimization should a corridor alternative be carried forward for further evaluation in a more detailed Tier 2 analysis.	Revised to add additional Special Aquatic Sites categories.
Section 4.4.8 (Page 4-78)	To provide a comparative analysis of potential impacts associated with soils, this study focuses on soils that are classified as hydric, partially hydric, or highly erodible. Hydric and partially hydric soils are typically those associated with jurisdictional wetlands. Highly erodible soils are defined as soils with an erodibility K factor greater than 0.35 on slopes greater than 5 percent or any soil with a slope greater than 15 percent, regardless of the K factor. K factor is the soil erodibility factor which represents both susceptibility of soil to erosion and the rate of runoff.	Revised to include a more complete definition of highly erodible soils.

<table>
<tr><th>DEIS LOCATION</th><th>REVISED TEXT</th><th>REVISION NOTES</th></tr>
<tr><td>4.8.2.3
(Page 4-108)</td><td>The ICE Analysis also considered the recorded historic properties identified within the CARA, as described in Section 4.2. The FHWA and MDTA have initiated the Section 106 consultation process and will implement the phased identification of historic properties. This Tier 1 EIS involves the identification of recorded historic properties within the CARA, as defined in Section 4.2.1. There are two recorded historic properties in Corridor 6. There are 14 historic properties in Corridor 7, including three historic districts: Stevensville Historic District, White’s Heritage, and U.S. Naval Academy. The U.S. Naval Academy and Whitehall are also NHLs. There are 20 historic properties in Corridor 8, including two historic districts: Davidsonville Historic District and Unionville. One of the historic properties in Corridor 8 is the skipjack Claud W. Somers, a ship that has not been docked within its historic boundary since relocating to Virginia in 2000 for restoration. Nonetheless, it is included in the initial inventory of historic properties.</td><td>Revised to include Whitehall and number of historic sites corrected.</td></tr>
<tr><td>Table 4-46
(Page 4-115)</td><td>Table 4-46: Major Present and Reasonably Foreseeable Future Transportation Projects within the ICE Analysis Boundary
<table>
<tr><th>PROJECT</th><th>SOURCE</th><th>LOCATION</th><th>DESCRIPTION</th><th>STATUS</th></tr>
<tr><td colspan="5">Eastern Shore</td></tr>
<tr><td>US 301 over Chester River Bridge Replacement Project</td><td>MDOT SHA</td><td>Queen Anne’s and Kent</td><td>Replacement of US 301 Bridge over Chester River</td><td>Design</td></tr>
</table></td><td>Revised to add the US 301 over Chester River Bridge Replacement project.</td></tr>
</table>

<table>
<tr><th>DEIS LOCATION</th><th>REVISED TEXT</th><th>REVISION NOTES</th></tr>
<tr><td>Table 4-48 (Pages 4-123 to 4-125)</td><td>

Table 4-48: Environmental Resources Inventory Summary

RESOURCE	UNIT	CORRIDOR 6	CORRIDOR 7	CORRIDOR 8
Section 4(f) Resources				
Historic Sites	Count	2	14	14
Area of Historic Sites	Acres	160	460	510
Total Section 4(f) Resources	Count	10	26	25
Total Area of Section 4(f) Resources	Acres	1,190	1,680	1,650
Cultural Resources				
Recorded NRHP Eligible or Listed Properties	Count	2	14	14

</td><td>Revised to include Whitehall. (Note that the columns for Area of Historic Sites and Total Area of Section 4(f) Resources are rounded to the closest 10 acres, so the total did not change with the addition of Whitehall).</td></tr>
</table>

3 SUPPLEMENTARY ANALYSIS AND DISCUSSION

In response to public and agency comments on the DEIS, this section provides supplementary analysis and discussion on topics such as traffic, including the impact of COVID 19 and all electric tolling on future traffic volumes and patterns, consideration of climate change/sea level rise and environmental justice, and National Historic Preservation Act (NHPA) Section 106 compliance.

3.1 TRAFFIC

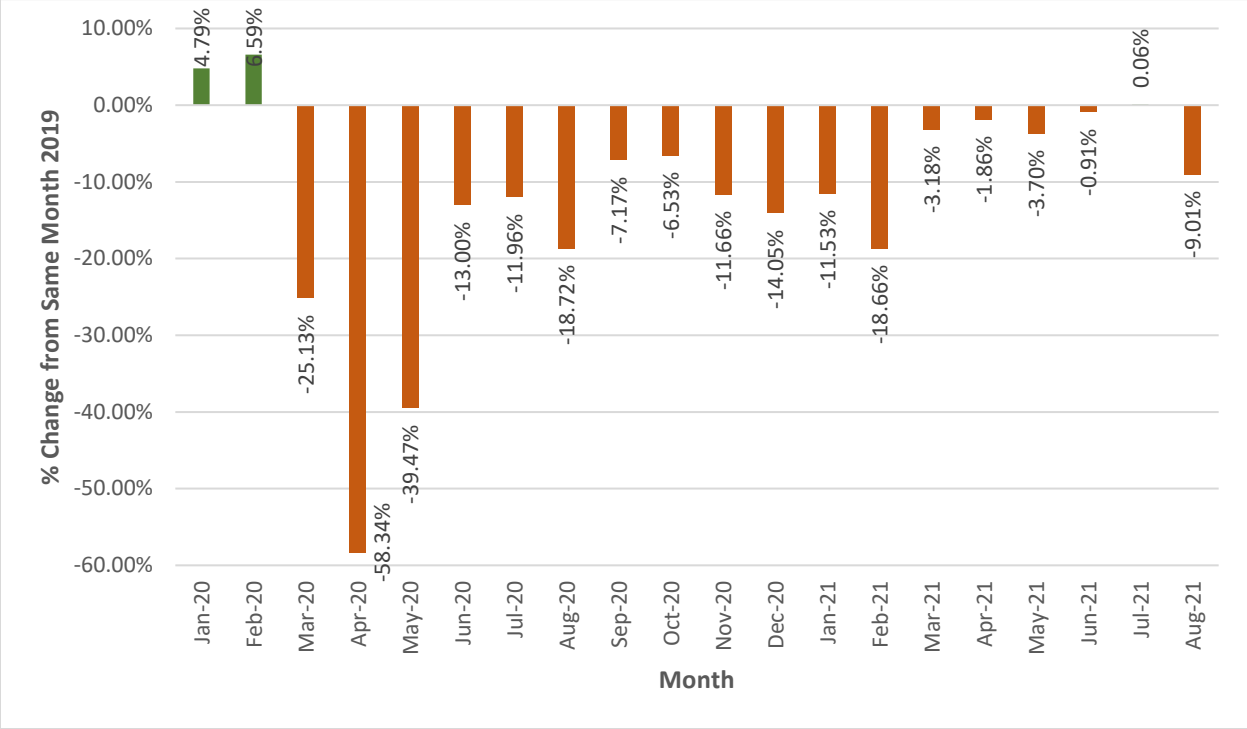
Commenters during public and agency review of the DEIS raised three major traffic-related topics. The first two topics dealt with potential impacts to congestion and travel patterns as a result of changes which have occurred since the time the traffic analyses for the DEIS were performed: the COVID-19 pandemic (which began in March 2020) and commencement of all-electronic tolling at the Bay Bridge (which occurred in the Spring of 2020). The third traffic-related topic addressed the adequacy of traffic volume data collected during August 2017 which was used in the DEIS analyses. These three topics are discussed below.

3.1.1 COVID-19 Pandemic

The COVID-19 pandemic has had an impact on both weekday and weekend travel patterns throughout the nation, including at the Bay Bridge. The short-term impacts of the pandemic continue to evolve, and it is too soon to define or to accurately assess the long-term impacts.

Figure 3-1 shows the percentage change in monthly traffic volumes at the Bay Bridge compared to the same month in 2019. Traffic volumes at the Bay Bridge dropped substantially during March 2020, as the pandemic's effects began to be felt, and dropped even further in April 2020, following issuance of a statewide Stay at Home order on March 30, 2020. Travel restrictions were eased somewhat in May 2020, with the issuance of a Safer at Home public health advisory which was effective on May 15, 2020, and volumes began to increase. Following the end of most COVID-19 restrictions in Maryland in mid-May 2021, volumes at the Bay Bridge have generally continued to increase, with volumes during July 2021 exceeding pre-pandemic levels.

Figure 3-1: Monthly Volumes Comparison on Eastbound US 50 at Bay Bridge



If a Tier 2 NEPA study is performed, the continuing impacts of the pandemic and recovery would be assessed in that Study. Updated traffic volume data would be collected and analyzed to establish a then-current baseline and applied in the calibration of an updated travel demand model used to forecast future traffic volumes. As with this Tier 1 EIS, the updated travel demand model used in Tier 2 NEPA would be based upon the travel demand models in use by regional and State planning agencies at that time.

Those regional and State models would additionally use updated forecasts of population and employment; it is anticipated that those models would either include or would be adapted as part of the Tier 2 NEPA study to incorporate long-term changes in travel behavior, to the extent that those changes are understood at that time. Additionally, a Tier 2 Study would include full consideration of a No-Build Alternative with a corresponding assessment of traffic under the No-Build condition, reflecting post-pandemic-related changes in the updated forecasts.

3.1.2 All-Electronic Tolling

Section 3.1.2.1 of the DEIS (Transportation Systems Management/Travel Demand Management [TSM/TDM]) includes the following text:

> *Implementing All Electronic Tolling (AET)*
>
> *This improvement includes replacing the existing toll booths with an overhead toll gantry that collect electronic tolls at highway speeds. AET commenced at the Bay Bridge in Spring 2020. Following completion of the Draft Tier 1 EIS, and prior to the preparation of the Final Tier 1 EIS,*

additional data collection will be performed to evaluate the effects of AET on eastbound operations.

Multiple comments on the DEIS expressed the opinion that the toll plaza was a major contributing factor to queues and delays on eastbound US 50, if not the only factor. Some felt that, once the toll plaza was removed, traffic operations would be significantly improved, and that lengthy queues would generally not be a problem. To address this concern, MDTA committed to examining in the FEIS the impact of implementing AET. This section discusses results of that additional data collection and analysis.

A direct comparison of "before AET" and "after AET" conditions is complicated by traffic volume changes resulting from the COVID-19 pandemic. A more direct comparison would be possible if traffic volumes immediately following the commencement of AET had been similar to traffic volumes immediately prior to the commencement of AET. However, as discussed in the preceding section of this document, traffic volumes were greatly affected by the onset of the pandemic and the ongoing recovery from it. As a result, the comparison is more complex.

MDTA continuously monitors traffic conditions on both the eastbound and westbound approaches to the Bay Bridge, adjusting the number of eastbound lanes between two and three based on various factors, including volumes in each direction, queue lengths in each direction, weather conditions, and response to incidents. Even at the termination of three eastbound lane operations, the Bay Bridge has recorded lingering queues in the eastbound direction on multiple occasions in June, July and August 2021. **Table 3-1** provides a sample of those queues.

Table 3-1: Observed Eastbound Queue Lengths (2021)

Day	Hour	Eastbound Queue Length at Termination of Three Eastbound Lanes Operation (miles)*
Wednesday, June 16, 2021	2PM	1.5
Friday, June 18, 2021	2PM	7.5
Thursday, June 24, 2021	5PM	4.1
Friday, June 25, 2021	2PM	2.5
Thursday, July 1, 2021	3PM	3.0
Saturday, July 10, 2021	12PM	1.5
Wednesday, July 14, 2021	5PM	6.0
Friday, July 16, 2021	2PM	2.5
Saturday, July 17, 2021	12PM	3.5
Friday, July 23, 2021	3PM	5.5
Saturday, July 24, 2021	12PM	3.0
Friday, July 30, 2021	3PM	3.5
Friday, August 13, 2021	3PM	1.5
Saturday, August 14, 2021	1PM	1.5

Day	Hour	Eastbound Queue Length at Termination of Three Eastbound Lanes Operation (miles)*
Friday, August 27, 2021	2PM	5.5
Saturday, August 28, 2021	2PM	3.5

* **Table 3-1** shows queue lengths at the end of "Three Eastbound Lanes Operation" and the beginning of "Two Eastbound Lanes Operation". Thus, even with three lanes in the eastbound direction, queues still occur. Ideally, "Three Eastbound Lanes Operation" would have continued until there were no longer queues in the eastbound direction. However, "Three Eastbound Lanes Operation" was terminated due to extensive queuing in the westbound direction, weather conditions, or incidents.

It should be noted that queues longer than those shown in **Table 3-1** can and do occur, during three eastbound lanes operation. For example, on Saturday, July 3, 2021, at 9AM, an eastbound queue of 5.5 miles was observed.

Examination of **Table 3-1** shows that queuing is still occurring on eastbound US 50 approaching the Bay Bridge following the commencement of AET and removal of the toll plaza. The ongoing significant queues observed shows that the implementation of AET and toll plaza removal by itself does not eliminate congestion in the eastbound direction. Given the volumes attempting to cross the Bridge during peak periods, the Bridge itself remains a constraint on capacity.

By eliminating the need for vehicles to slow or stop to pay their toll, AET can reduce delays and queuing at the Bay Bridge when low to moderate volumes are present; that is, when the capacity of the Bridge does not constrain traffic flow. However, as volumes approach the capacity of the Bridge, queues and delays still occur, even with AET.

If a Tier 2 NEPA study is performed, new existing conditions data, including traffic volumes and queues, will be obtained. AET will be part of those new existing conditions.

3.1.3 Existing Volumes

Some reviewers of the DEIS criticized the data used to support the traffic analysis. Among these critiques, commenters suggested that only one day of weekend traffic data from August 2017 was collected, that additional traffic data should have been collected, and that the data used in the DEIS were atypically high.

To clarify, seven days of data were collected for summer conditions, starting on August 1, 2017, and ending on August 7, 2017. Because both traditional weekday traffic peaks and summer weekend traffic peaks occur at the Bay Bridge, a week of data was obtained for both summer and non-summer conditions. In collecting traffic volume data for existing conditions, the study team attempted to capture average conditions at the Bay Bridge. Holiday weekends, when volumes and queues are known to be greater than average, were explicitly avoided during the data collection, so that typical conditions could be assessed. The collected data was reviewed for unusual volumes, which could have been indicative of atypical conditions such as major crashes, incidents, construction operations, or extreme weather. No unusual volumes were found. Additional details may be found in Chapter 4 of the Traffic Analysis Technical Report.

In addition, it should be noted that the average summer weekend volumes used in the DEIS analyses are a composite of Friday, Saturday, and Sunday volumes, and represent the highest volume in each hour during that three-day period. During the summer, eastbound traffic is typically much higher on Fridays and Saturdays than on Sundays, due to recreational traffic destined for the Eastern Shore. Similarly, westbound traffic is typically much higher on Sunday than on Fridays or Saturdays, as recreational traffic returns to the Western Shore. Combining the different directions for different days into a single set of data allowed the peak volumes in each direction to be represented, and allowed for concurrent analysis of the two directions, without affecting the integrity of those analyses.

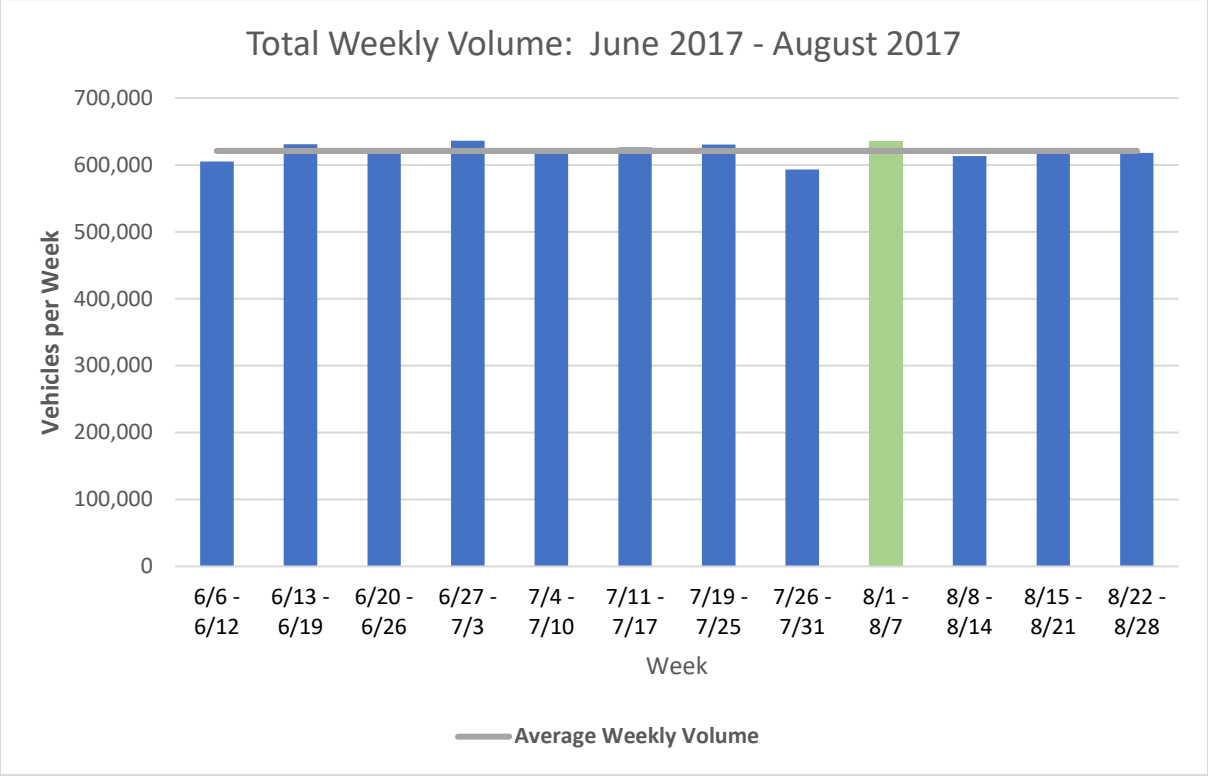
In response to public comments critical of the traffic analysis, data for the Bay Bridge for a wider range of dates, June through August 2017, was reviewed and is summarized in **Table 3-2** and **Figure 3-2** below. The week of data collection used in the DEIS is highlighted.

Table 3-2: Weekly Traffic Volumes on the Bay Bridge, June – August 2017

Week	Total Volume (vehicles)	Percentage Difference from Average Weekly Volume
6/6/17 – 6/12/17	605,053	-2.56
6/13/17 – 6/19/17	630,773	1.58
6/20/17 – 6/26/17	622,043	0.18
6/27/17 – 7/3/17	636,035	2.43
7/4/17 – 7/10/17	617,775	-0.51
7/11/17 – 7/17/17	625,989	0.81
7/18/17 – 7/24/17	630,278	1.5
7/25/17 – 7/31/17	593,258	-4.46
8/1/17 – 8/7/17	635,161	2.29
8/8/17 – 8/14/17	613,146	-1.26
8/15/17 – 8/21/17	624,042	0.5
8/22/17 – 8/28/17	617,914	-0.49
Average	**620,956**	**N/A**

Examination of **Table 3-2** and **Figure 3-2** confirms that the weekly volumes were relatively consistent throughout the summer of 2017. Total volume during the week of 8/1/17 through 8/7/17 was slightly higher than the average weekly volume of the June through August period, but still representative of that time period and not abnormally high. This variation from the average weekly volume is well within a range typically accepted in traffic engineering analyses. For example, in its "VISSIM Modeling Guidance" (August 2017), MDOT SHA requires that "The volume calibrations should not exceed 10% of the count traffic volume…" (page 14). The 2.29 percent difference noted in **Table 3-2** and **Figure 3-2** is well within this range. The volumes used appropriately represent existing conditions, and the analyses appropriately reflect existing conditions.

Figure 3-2: Total Weekly Volumes on Bay Bridge: June 2017 – August 2017



3.2 CLIMATE CHANGE AND SEA LEVEL RISE

MDTA received comments from agencies and the public regarding the potential impacts and considerations related to climate change and sea level rise. Greenhouse gas (GHG) emissions, sea level rise vulnerability, and climate change resiliency are all topics relevant to the discussion of a potential new Bay Crossing. MDTA would continue to evaluate these topic areas in a potential future Tier 2 study.

3.2.1 Greenhouse Gas Emissions

GHGs are an emission monitored by the U.S. Environmental Protection Agency (EPA). The primary GHGs in the Earth's atmosphere are Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), and Fluorinated Gases. GHGs are generated through burning fossil fuels and other human and natural sources. These emissions are different from criteria air pollutants since their effects in the atmosphere are global rather than localized, and since they remain in the atmosphere for decades to centuries. GHG emissions from vehicles using roadways are a function of multiple factors such as distance traveled (expressed as vehicle miles traveled [VMT]), vehicle speed, and road grade. GHG emissions are also generated during roadway construction and maintenance activities.

Currently, there are no federal mandated project planning requirements regarding the consideration of GHG impacts for transportation projects. Maryland also does not require GHG analysis at the project level. However, the CEQ provides guidance on considering GHGs in NEPA, which the MDTA has applied to this Tier 1 Study. Pursuant to Executive Order (EO) 13990, *Protecting Public Health and the Environment and*

Restoring Science to Tackle the Climate Crisis, CEQ rescinded its 2019 Draft *NEPA Guidance on Consideration of Greenhouse Gas Emissions* and is reviewing, for revision and update, the 2016 *Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews*. As recommended in the 2016 guidance, a qualitative analysis of GHGs is being provided for this Tier 1 NEPA Study because tools, methodologies, or data inputs are not reasonably available to support calculations for a quantitative analysis as part of this Tier 1 study.

3.2.1.1 GHG Qualitative Analysis for Tier 1 NEPA Study

An assessment of broad-scale effects of GHG emissions was identified as the appropriate level of review for this Tier 1 NEPA Study because the analysis of broad corridor locations for a potential Bay crossing does not include details on specific alignments within the Corridor Alternatives. To perform a GHG analysis, affected road networks would need to be identified and traffic characteristics for those networks would be required, such as VMT and vehicle mix. Therefore, an analysis of GHG emissions during a Tier 1 NEPA Study would not produce meaningful results to provide the public and decision-makers with useful information regarding differences in Corridor Alternatives. The following assessment explores transportation factors that could produce either an increase or a decrease in GHG emissions. Since there are factors that could influence emissions in both directions, the resulting net increase or decrease in GHG emissions cannot be definitively determined at this time.

Factors Likely Increasing GHG Emissions

Under both the No-Build and CARA, VMT in the region is expected to increase between 2015 and 2040, the current projected design year; it is likely that GHG emissions will also increase between 2015 and 2040. Additionally, because the projected increase in truck volumes within Corridor 7 is slightly higher than the projected increase in Corridors 6 and 8, it is possible that Corridor 7 could result in greater vehicle emissions than Corridors 6 and 8.

Construction and subsequent maintenance of a new crossing would also generate GHG emissions. The sequence of construction is unknown during the current Tier 1 phase, therefore GHG emission during construction would be more appropriately analyzed during a potential future Tier 2 NEPA study.

Factors Likely Decreasing GHG Emissions

When traffic speeds and flow are optimized, less idling occurs; thereby reducing excessive emissions, including GHGs. The longest vehicle queues expected in year 2040 - where more idling would occur - are seen in the No-Build Alternative in both directions of travel at the existing crossing. As a No-Build Alternative would not address traffic speed and flow, excessive emissions from queuing would not be reduced under the No-Build Alternative.

By contrast, a new crossing in any of the CARA would be expected to draw some traffic from the existing Bay Bridge. Corridor 7 presents the best scenario for the predicted 2040 queue length at the existing crossing. Generally, the daily maximum queue length increases at the existing Bay Bridge the farther the Corridor Alternative is located from the existing crossing. Since Corridor 7 would result in the best congestion relief at the existing crossing location, with less queuing and idling, it would likely result in lower GHG emissions from queuing than Corridors 6 and 8.

A major factor in mitigating the GHG emissions associated with transportation is more stringent fuel economy standards, which would occur under the Build and No-Build scenarios. The federal Energy Information Administration (EIA) projects that vehicle energy efficiency (and thus, GHG emissions) on a per-mile basis will improve by 28 percent between 2012 and 2040. Under a Build Alternative, more efficient vehicles along with reduced congestion could offset some GHG emissions from the transportation network.

3.2.1.2 Future GHG Analysis for Potential Future Tier 2 NEPA Study

Projected GHG emissions may be further analyzed for alternative alignments during a potential future Tier 2 NEPA analysis if warranted and practicable. As noted previously, to perform a meaningful GHG analysis, affected road networks would need to be identified and traffic characteristics for those networks would be required, such as VMT and vehicle mix. Alternative alignments within the Tier 1 PCA could be evaluated for GHG emissions and compared to the No-Build Alternative in a Tier 2 NEPA study.

If necessary, mitigating measures could be explored during a potential future Tier 2 NEPA study to help offset any potential increase in GHG emissions associated with construction of a new crossing.

3.2.1.3 Mitigation Measures for GHG Reduction

The Maryland Department of Transportation (MDOT) is exploring strategies and programs aimed at reducing GHG emissions in conjunction with Maryland's Greenhouse Gas Emissions Reduction Act (GGRA), which requires a 40 percent reduction of emissions from 2006 levels by 2030. In 2019, Maryland's GGRA Plan was updated to strive for a 50 percent reduction in GHG emissions by 2030. MDE's emissions analysis shows that the 2030 GGRA Plan will come very close to achieving a 50 percent reduction by 2030 without accounting for some anticipated new federal government policies to reduce emissions.

This section includes a discussion of broad-scale efforts by MDOT to reduce GHG emissions from the transportation sector, including electric vehicle (EV) stations, infrastructure design, transportation technology, congestion mitigation, and VMT reduction. GHG reduction efforts related to installation of EV stations and infrastructure design (i.e., cashless tolling) at the existing Bay Bridge would be realized within Corridor 7, whereas reductions in GHG emissions related to transportation technology, congestion mitigation, and VMT reduction would be realized at a larger, statewide scale.

Electric Vehicle (EV) Stations

As of early August 2021, there were over 1,000 EV charging stations in Maryland according to the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), which are powered by "the grid," comprised of energy generated from multiple sources including coal, nuclear, solar and wind. MDOT is in the preliminary stages of developing a task order for solar development at MDOT SHA facilities. EV charging infrastructure is anticipated to be installed as a part of the contract; however, the potential solar development would be grid connected, and thus not for the sole purpose of powering EV charging stations.. The 140-mile US 50 corridor between MD 528 in Ocean City and Washington, D.C., which includes the Bay Bridge, has been designated as an Electric Vehicle Alternative Fuel Corridor by FHWA. MDTA commissioned feasibility studies for EV charging stations in 2016 at five MDTA facilities including the Baltimore Harbor Tunnel, Fort McHenry Tunnel, Point Breeze, the Maryland House Travel Plaza, and the Chesapeake House Travel Plaza. EV charging stations have been installed at four of the five facilities

that were studied, including the Baltimore Harbor Tunnel, Fort McHenry Tunnel, Maryland House Travel Plaza, and the Chesapeake House Travel Plaza. Additionally, MDTA and Baltimore Gas & Electric are in a partnership to install charging stations at the existing Bay Bridge facility.

Infrastructure Design

MDOT continues to emphasize the importance of reducing emissions through design principles including practical and innovative project implementation. MDOT infrastructure design initiatives with potential GHG benefits include:

- MDTA implemented permanent full-time all-electronic (cashless) tolling at all toll facilities across Maryland.
- MDOT Transportation Secretary's Office (TSO) published design guidance for projects applying for MDOT Kim Lamphier Bicycle Program, which provides grant support for a wide range of bicycle network development activities.
- Transportation Alternatives (TA) Program: a reimbursable, federally funded program for local sponsors to complete transportation-related community projects designed to strengthen the intermodal transportation system. The program provides funding for projects that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system. The program can assist with projects that create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails, mitigate highway runoff, and other transportation related enhancements.
- Recreational Trails Program: a federally funded program MDOT SHA administers on a reimbursement basis. Like the TA Program, the Recreational Trails Program may reimburse a local project sponsor up to 80% of the project's total eligible costs to develop community-based, motorized and non-motorized recreational trail projects.

Transportation Technology

As a leader in implementing emerging transportation technologies, MDOT is promoting various initiatives including the Maryland ZEEVIC, connected and automated vehicle (CAV) technology, and renewable energy. Total registered EVs in Maryland stands at 36,080 as of August 2, 2021. MDOT's Fleet Innovation Plan supports the conversion of its light-duty and bus fleet to Zero Emission Vehicles (ZEV).

Congestion Mitigation

MDOT continues its comprehensive and innovative approach to mitigating congestion and improving travel and freight reliability through various initiatives, including those within Transportation Systems Management and Operations (TSMO). In 2019, the Coordinated Highways Action Response Team (CHART) Program cleared 31,750 traffic incidents and assisted 39,500 motorists on Maryland highways.

VMT Reduction

MDOT invests in low-emissions travel modes (transit, bicycle, and pedestrian) and provides commuting incentives and information under the Commuter Choice Maryland Travel Demand Management Program. MDOT initiatives related to VMT reduction and low-emissions travel modes include:

- MDOT Maryland Transit Administration (MTA) continues its railcar replacement program, replacing 78 railcars to improve passenger comfort and travel time reliability, and enhancing safety components on the Metro SubwayLink system.
- MDOT MTA launched real-time tracking for MARC Train service in August 2020 to improve traveler information and system management.

3.2.2 Sea Level Rise Vulnerability

Maryland has over 3,100 miles of tidal shoreline associated with the Chesapeake Bay, its tributaries, the Atlantic Ocean, and coastal bays, and is especially vulnerable to the adverse effects associated with sea level rise (Boesch et al 2018). Some of these adverse effects are becoming apparent and include an increase in shoreline erosion, deterioration of tidal wetlands, and saline contamination of low-lying farm fields. "Nuisance" tidal flooding, also referred to as high tide flooding, historically occurred a few days per year, but now occurs 40 or more days per year in some areas, including Annapolis. Surges from tropical storms or Nor'easters also spread farther and higher, inundating roads and infrastructure further inland due to higher sea levels (Boesch et al 2018).

Sea level is rising more rapidly in Maryland than in some other coastal areas because land subsidence is occurring simultaneously (EPA 2016). Projections vary, but forecasters generally believe that sea level along Maryland coastal areas will rise 16 inches to four feet within the next 100 years from expansion of the ocean due to warming and the melting of polar ice sheets and glaciers. While thermal expansion accounted for much of the measurable sea level rise during the 20th century, the melting of polar ice sheets and mountain glaciers is responsible for more than 50 percent of the measured rise since 1993 (Climate.gov 2016).

In 2012, Maryland Governor Martin O'Malley signed an EO entitled, *Climate Change and 'Coast Smart' Construction* requiring state agencies, including MDOT, to consider risks associated with sea level rise in state capital budget projects. The Coast Smart Guidelines recommend designing new major infrastructure projects to avoid or minimize future impacts from sea level rise, storm surge, and coastal flooding over the intended lifetime of the project. These siting guidelines are intended to guide infrastructure development in vulnerable areas, and include the following recommendations:

- Avoid construction or reconstruction of infrastructure projects in areas likely to be inundated within 50 years.
- Avoid locating state "critical or essential facilities" within Special Flood Hazard Areas as designated for the National Flood Insurance Program (NFIP).
- Protect these facilities from damage resulting from a 500-year flood.

In coordination with the FHWA, MDOT, NOAA, US Army Corps of Engineers (USACE), and other agencies, MDOT State Highway Administration (SHA) developed the GIS-based *Climate Change Vulnerability* application as a tool to aid engineers and planners in identifying sea level change and the predicted effects on roads and roadway infrastructure in Maryland. The geospatial application provides a means of visually depicting the extent of flooding and roadway inundation based on projected storm event scenarios for the years 2050 and 2100. For the purposes of this study, figures were prepared to depict the following:

- Flooding based on the Mean Higher High Water (MHHW) for the 50-year storm event in 2050 and 2100
- Flooding based on the MHHW for the 100-year storm event in 2050 and 2100.

The 50-year storm event is expected to have a 2 percent chance of occurring annually while the 100-year storm event has a 1 percent chance of occurring annually. MHHW is defined as the average height of the highest tide recorded at a tide station each day during the recording period.

Figures 3-3 through **3-6** depict the extent of stillwater depth based on the 50- and 100-year storm events projected to occur in 2050 and 2100 associated with the three corridor alternatives. Stillwater is the flood level; not including the effects of waves but including storm surge and astronomic tide.

As indicated in **Figures 3-3** through **3-6**, large portions of the study areas associated with all three corridor alternatives will be subjected to extensive stillwater inundation under both the 50- and 100-year MHHW events projected for 2050 and 2100. Because a new Bay crossing structure would be expected to be in service for decades, engineers and designers would consider the potential range of future impacts into the design, maintenance, and construction of a crossing for any of the three corridor alternatives. A potential future Tier 2 study would include more detailed assessment of sea level rise in the design, engineering, and comparison of alternatives in Tier 2. This would include an evaluation of opportunities to reduce risk and vulnerability to inundation to the extent possible. Some examples of the opportunities to be explored under a Tier 2 analysis include:

- Nature-Based Solutions – Nature-based solutions use natural materials or processes to reduce erosion, wave damage, and flood risks. Examples include conservation, restoration, or construction of coastal dunes, coastal wetlands and marshes, and maritime forest areas (Webb et al 2019).

- Design-Based Solutions – Design-based solutions are those incorporated into the planning and design phases of a project as a means of accounting for projected future conditions. Examples of design-based solutions include raising existing roadways, bridge height considerations, sea walls, incorporating a stormwater pumping system, and incorporating resilience strategies to reduce post-storm flood recovery durations.

With the implementation of the 2012 *Climate Change and 'Coast Smart' Construction* EO**,** sea level rise adaptation and response must now be incorporated into the planning process for Maryland's coastal transportation infrastructure projects. Because the past can no longer be used as a predictor of future conditions, planning must also account for the inherent uncertainties associated with both sea level rise projections and extreme weather events. The 'Coast Smart' Guidelines, established in consultation between the Maryland Department of Natural Resources (MDNR) and MDOT, are intended to guide transportation infrastructure in vulnerable areas. The design guidelines pertain to construction of the structure or infrastructure and recommend designing new major infrastructure projects to avoid or minimize future impacts from sea-level rise, coastal flooding, and storm surge over the project lifetime. The Bay Crossing Study provides an opportunity to incorporate the comprehensive and science-based planning strategies established under the 'Coast Smart' design criteria.

Figure 3-3: 2050 MHHW – 50-Year Storm

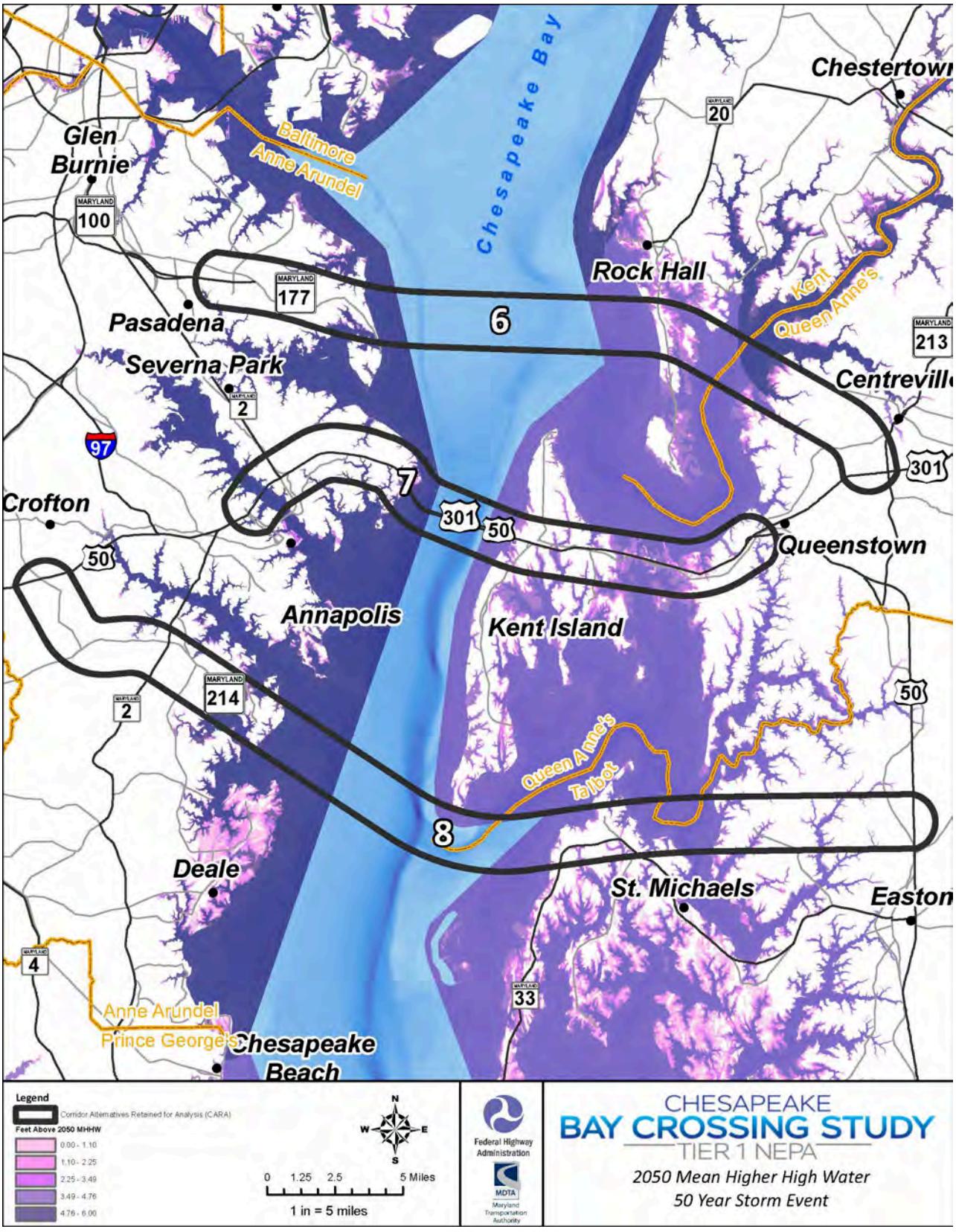


Figure 3-4: 2050 MHHW – 100-Year Storm

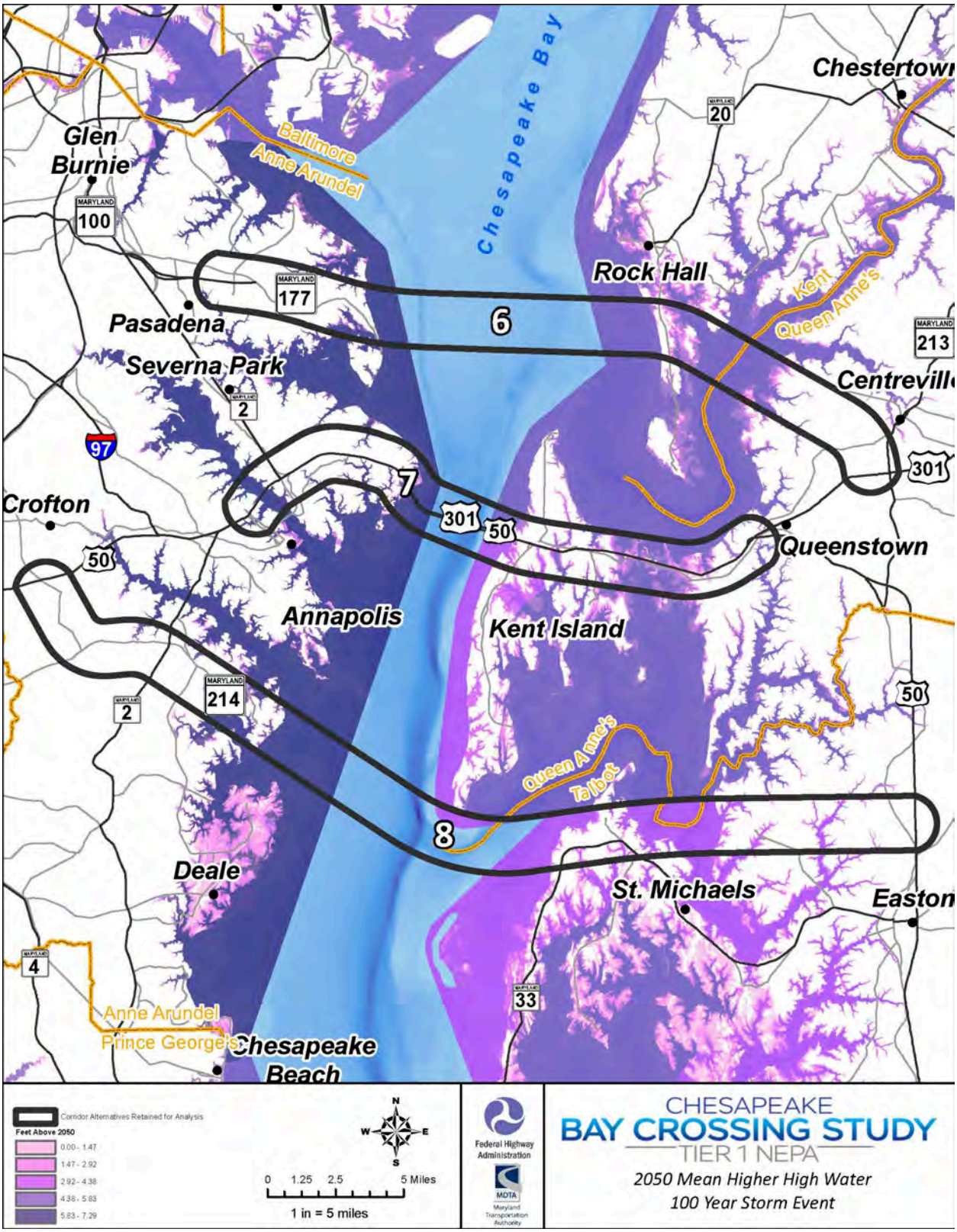


Figure 3-5: 2100 MHHW – 50-Year Storm

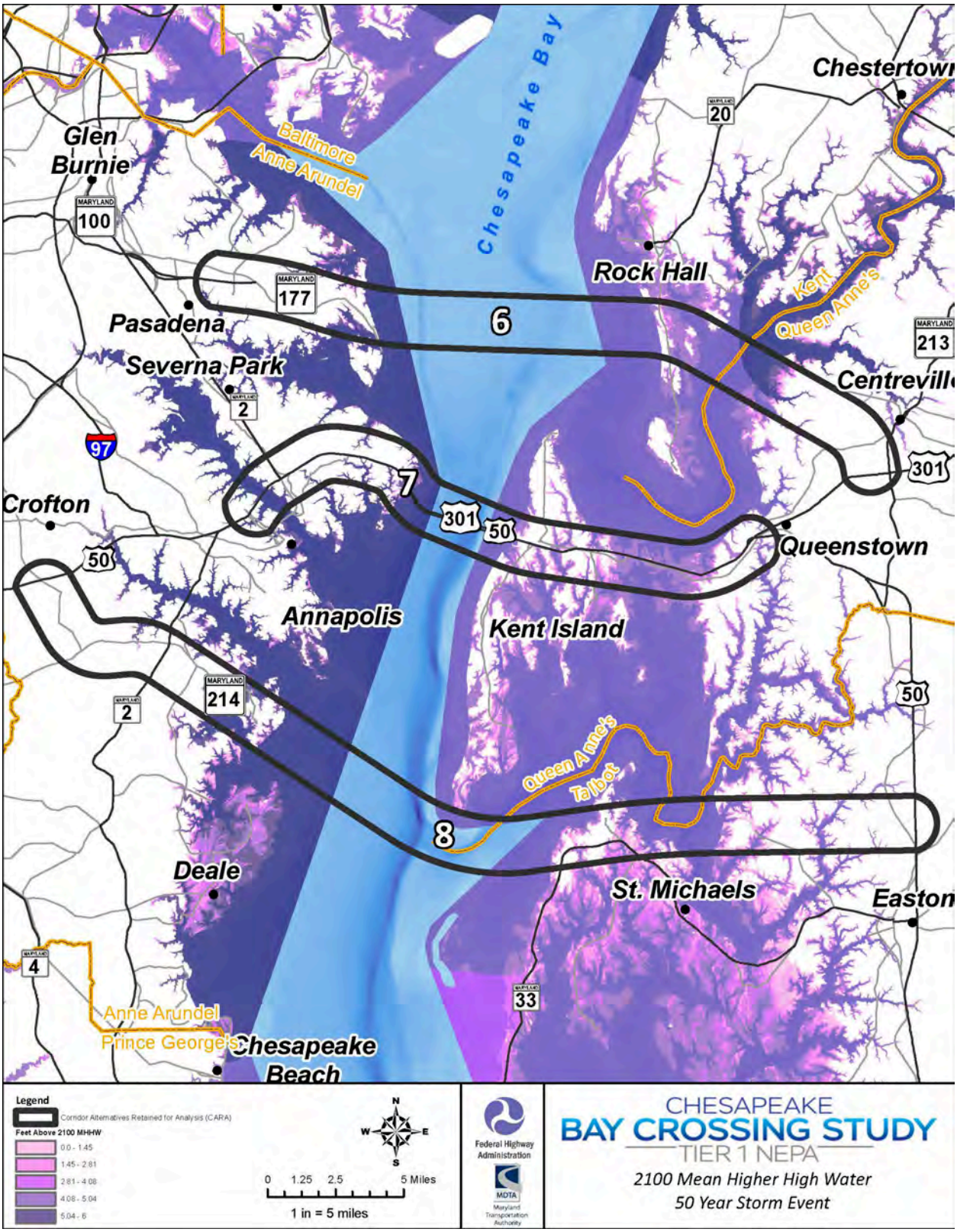
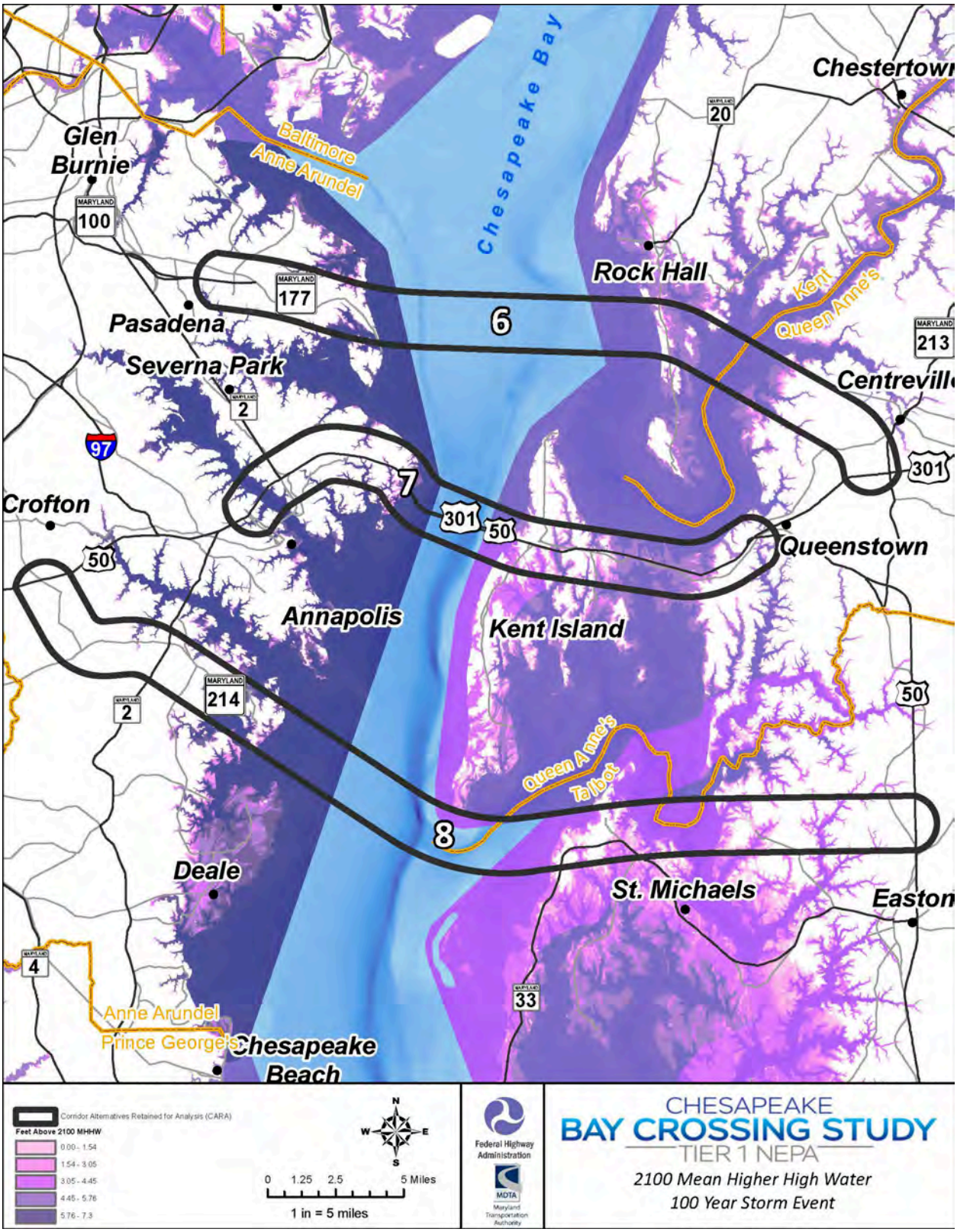


Figure 3-6: 2100 MHHW – 100-Year Storm



3.2.3 Climate Change Resiliency

Climate change presents a growing risk to the reliability, sustainability, and safety of transportation infrastructure. Building resilience into the planning process will aid in recovery from increased hazardous weather events associated with climate change as climate-related disruptions may lead to increased and cascading commuter delays, emergency system failures, and significant economic impacts (EPA 2016). The Coastal Zone Management Act of 1972, as amended, states that "because global warming may result in a substantial sea level rise with serious adverse effects, coastal states must anticipate and plan for such an occurrence." Additionally, the Biggert-Waters Flood Reform Act of 2012 allows the Federal Emergency Management Agency (FEMA) to update its federal insurance rate maps (FIRMs) to include "relevant information and data" on flood hazards caused by land-use changes and "future changes in sea levels, precipitation, and intensity of hurricanes."

Because of the combination of land subsidence and sea level rise, the Chesapeake Bay is one of the nation's most vulnerable regions to the effects of climate change (EPA 2016). Some of these effects have already been observed and the region is expected to experience further shifts in environmental conditions in the coming decades. FHWA publication, FHWA-HEP-17-028, defines "resilience" as "the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions." The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, requires transportation agencies to take resiliency into consideration during transportation planning processes.

Transportation infrastructure in coastal areas is especially vulnerable to climate-related events due to the exacerbated flooding associated with more frequent and intense coastal storm surges and rising sea levels. As a result, it is no longer practical to address potential impacts based on historical climate data. Engineers and planners must now understand the potential range of future impacts based on scientific projections of conditions expected in the next 50 years and beyond (EPA 2016).

The 2015 Maryland Commission on Climate Change (MCCC) Act required the MCCC and its participating agencies, including MDOT, to develop an action plan and firm timetable for mitigation of and adaptation to the likely consequences and impacts of climate change in Maryland (MDOT 2020). MDOT prepared and released its 2020 status report outlining several goals that help advance the department's approach to adapt to and combat climate change. These goals include:

- Delivery of the State's transportation infrastructure program that conserves and enhances Maryland's natural, historic, and cultural resources.
- Improving resilience and transitioning to a more efficient transportation system.
- Commitment to multimodal accessibility and mobility for all transportation system users that helps mitigate congestion and shift travel to less emission intensive modes.

As required by the 2015 Act, MDOT must continue to develop comprehensive approaches for reducing transportation asset climate change vulnerabilities and optimize resiliency planning and implementation. MDOT's activities are required to adapt to the potential impacts of a changing climate through planning, maintenance, management, and response.

Climate change is already causing more frequent road flooding, snowstorms, and heat- and cold-related pavement and communication failures. These capacity and performance issues are only expected to worsen. Transportation modernization efforts must promote infrastructure that is built or retrofitted to revised design standards that take the anticipated climate of the region into account (CMAP, No Date).

Comments related to climate change were prevalent among the agency and public comments on the DEIS, and this supplementary analysis has been provided to recognize the potential impacts and considerations related to sea level rise and climate change resiliency at a new Chesapeake Bay crossing. Over time, tidal and storm surges will have impacts on coastal transportation infrastructure, including the existing Bay Bridge and any future crossings. Therefore, comprehensive analysis and adaptation to these potential impacts will be an important component of medium- and long-range planning and project development.

Given the coastal locations of the three CARA, construction within areas most susceptible to the effects of climate change would be unavoidable. Generally, the potential sea level rise and climate change resiliency evaluation presented here has not resulted in the identification of any substantial new distinguishing factors among the CARA that would influence the identification of Corridor 7 as the PCA. Any of the three CARA would face largely similar issues which would require adaptive measures and forward-thinking design to ensure that new crossing infrastructure would withstand the potential effects of sea level rise. A more detailed analysis of opportunities to incorporate resiliency into the selected alternative would be undertaken in a potential future Tier 2 analysis.

3.3 ENVIRONMENTAL JUSTICE

3.3.1 Introduction

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies (EPA, 2021). EO 12898, *Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations* (1994), directs federal agencies to identify and address the potential effects of their programs, policies, and activities on minority and low-income populations and ensure that those populations do not suffer disproportionately high and adverse effects from those actions. US Department of Transportation (USDOT) Order 5610.2(a) (2012) and FHWA Order 6640.23A (2012) implement EO 12898 and establish policies to avoid, minimize, or mitigate disproportionately high and adverse environmental or public health effects on minority and low-income populations from USDOT and FHWA programs, policies, and activities (USDOT, 2012; FHWA 2012). EO 14008, *Tackling the Climate Crisis at Home and Abroad*, which was issued on January 27, 2021, directs federal agencies to make the achievement of environmental justice part of their missions by developing programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related and other cumulative impacts on disadvantaged communities, as well as the accompanying economic challenges of such impacts. DOT Order 5610.2C was issued on May 14, 2021 to update USDOT EJ procedures.

3.3.2 Summary of Tier 1 Draft EIS EJ Analysis

In accordance with EOs 12898 and 14008 and applicable USDOT and FHWA EJ orders, an EJ analysis was performed for the Tier 1 Draft EIS to identify potential EJ populations in the socioeconomic study area. US Census Bureau data was analyzed at the Census tract level to identify notably high concentrations of minority and low-income populations that could indicate the potential presence of EJ communities. Census tracts are statistical subdivisions of a county that contain an average of approximately 4,000 people.

The Tier 1 Draft EIS EJ analysis identified three Census tracts with potential low-income EJ populations (Tracts 9505, 8107, and 7064.02) and five tracts with potential minority EJ populations (Tracts 7025, 7064.01, 7064.02, 7065, and 7067). Of these tracts, a small portion of the western end of Tract 7067 is crossed by Corridor 7; the remaining tracts are in the larger Tier 1 Socioeconomic Study Area and are not crossed by any of the CARA. Potential low-income and minority EJ Census tracts are shown on **Figure 4-4** in the Tier 1 Draft EIS. Additional information about the EJ analysis, including thresholds used to identify potential EJ Census tracts, is provided in **Section 4.1.4.2** of the Tier 1 Draft EIS and **Section 5.3.2** of the Bay Crossing Study Socioeconomic Technical Report.

3.3.3 EPA Comments on the Tier 1 Draft EIS

EPA provided the following comments on the Tier 1 Draft EIS EJ analysis:

> EJSCREEN's EJ Index metrics indicate potentially elevated impacts to people of color populations in the context of both air pollutants and traffic proximity at the block group level. Numerous block groups in the area reflect EJ Index values that exceed the 80th percentile nationally for air pollutants and traffic proximity.
>
> [EPA] *Recommendations*: EPA reiterates its recommendation to utilize EJSCREEN and further recommends screening local communities at the block group level rather than the Census tract level where feasible. Given that EJSCREEN provides screening-level data at the block group level, the tool may provide greater data granularity than analyses of Census tracts. EPA also suggests engaging communities to address and verify screening-level findings.

EJSCREEN is an interactive online EJ mapping and screening tool that was developed by EPA to provide a nationally consistent dataset and approach for combining environmental and demographic information. Information in EJSCREEN is primarily provided at the Census block group level, which is a smaller subdivision of Census tracts. Therefore, to address EPA's comments, the EJSCREEN tool was consulted to supplement the Tier 1 Draft EIS EJ analysis and help identify potential EJ communities in the Tier 1 socioeconomic study area at the smaller Census block group level that may not have been identified by the initial review at the somewhat larger Census tract level. The results of the EJSCREEN review will also help inform the methodology and approach for additional EJ analysis and public engagement efforts that would be performed during a potential future Tier 2 NEPA study.

Additional information about EJSCREEN and the results of the EJSCREEN review are discussed below. EPA's comments are provided in **Appendix B**.

3.3.4 EJSCREEN Overview

EJSCREEN is an online pre-decisional screening and mapping tool that is intended to highlight places that may be candidates for further review, analysis, or outreach to support environmental justice initiatives. EJSCREEN does not, by itself, determine the existence or absence of environmental justice concerns in a given location. ESCREEN results should be supplemented with additional information and local knowledge to develop a better understanding of the issues in a selected location.

EJSCREEN provides information for 11 Environmental Indicators, 6 Demographic Indicators, and 11 EJ Indexes. Examples of information provided by EJSCREEN include the following:

- **Environmental Indicators** – air pollution, traffic proximity and volume, and proximity to regulated hazardous waste facilities.
- **Demographic Indicators** – percentage of low-income households, percentage of people of color, and percentage of individuals living in linguistically isolated households based on US Census 2018 American Community Survey (ACS) 5-year data.
- **EJ Indexes** – combine demographic factors with a single environmental factor.

EJSCREEN Index and Indicator values are provided as percentiles. Generally, these percentiles are higher for block groups that have larger concentrations of low-income and/or minority residents and higher Environmental Indicator values. For example, a Census block group with a Demographic Indicator at the 80th national percentile for people of color population means that the percentage of the people of color population in that block group is equal to or higher than where 80 percent of the US population lives.

3.3.5 Summary of EJSCREEN Review

EPA and EJSCREEN do not establish thresholds for identifying groups or communities that are substantially more at risk of experiencing disproportionately adverse impacts. However, EPA identified the 80th percentile as an initial starting point in early applications of EJSCREEN. Also, as discussed in **Section 3.3.3**, EPA comments on the Tier 1 Draft EIS referenced the 80th national percentile for air pollution and traffic proximity EJ Indexes with respect to populations that could experience potentially elevated impacts from a new Bay Crossing. Therefore, based on EPA's comments, the EJSCREEN tool was consulted to identify Census block groups in the Tier 1 Draft EIS socioeconomic study area that exceed the 80th national percentile for the following EJ Indexes:

- Particulate Matter (Fine Particles) ($PM_{2.5}$)
- Ozone
- National-Scale Air Toxics Assessment (NATA) Diesel Particulate Matter (PM)
- NATA Air Toxics Cancer Risk
- NATA Respiratory Hazard Index
- Traffic Proximity and Volume

These EJ Indexes were considered the most relevant to conditions that could be affected or influenced by a new Bay Crossing. Additional information about the environmental indicators that these EJ Indexes represent is available on the EJSCREEN website at https://www.epa.gov/ejscreen/overview-environmental-indicators-ejscreen.

The EJSCREEN review identified 7 block groups in the Tier 1 socioeconomic study area that exceed the 80th or 90th national percentiles for one or more of the EJ Indexes listed above. These block groups are listed

in **Table 3-3** and shown on **Figure 3-7**. Two block groups (7064.01.2 and 7064.01.3) meet or exceed the 80th national percentile for all 7 EJ Indexes that were reviewed. Three block groups (7025.00.3, 7061.01.3, and 7066.00.5) meet or exceed the 90th national percentile for the Traffic Proximity and Volume EJ Index. Three block groups (7064.01.1, 7065.00.1, and 7066.00.5) have multiple air pollution EJ Indexes in the upper 70th national percentile, indicating that potential exposure to these conditions is higher than over 75 percent of the national population. Two block groups (7061.01.3 and 7066.00.5) were identified in EJSCREEN as having populations that are more than 80 percent low-income and more than 90 percent people of color. Two of these 7 block groups (7061.01.3 and 7066.00.5) are outside the Census tracts that were previously identified as potential minority EJ communities in the Tier 1 Draft EIS (**Section 3.3.2**; **Figure 3-7**).

All the block groups listed in **Table 3-3** are concentrated near the western end (but outside the limits) of Corridor 7 (**Figure 3-7**). The presence of block groups with EJ Indexes exceeding the 80th or 90th percentile in this area likely reflects their more intensively urbanized setting in Annapolis relative to other portions of the Tier 1 socioeconomic study area, and their proximity to major roads such as US 50 and MD 2.

Table 3-3: Census Block Groups Exceeding the 80th or 90th National Percentiles for Selected EJSCREEN EJ Indexes

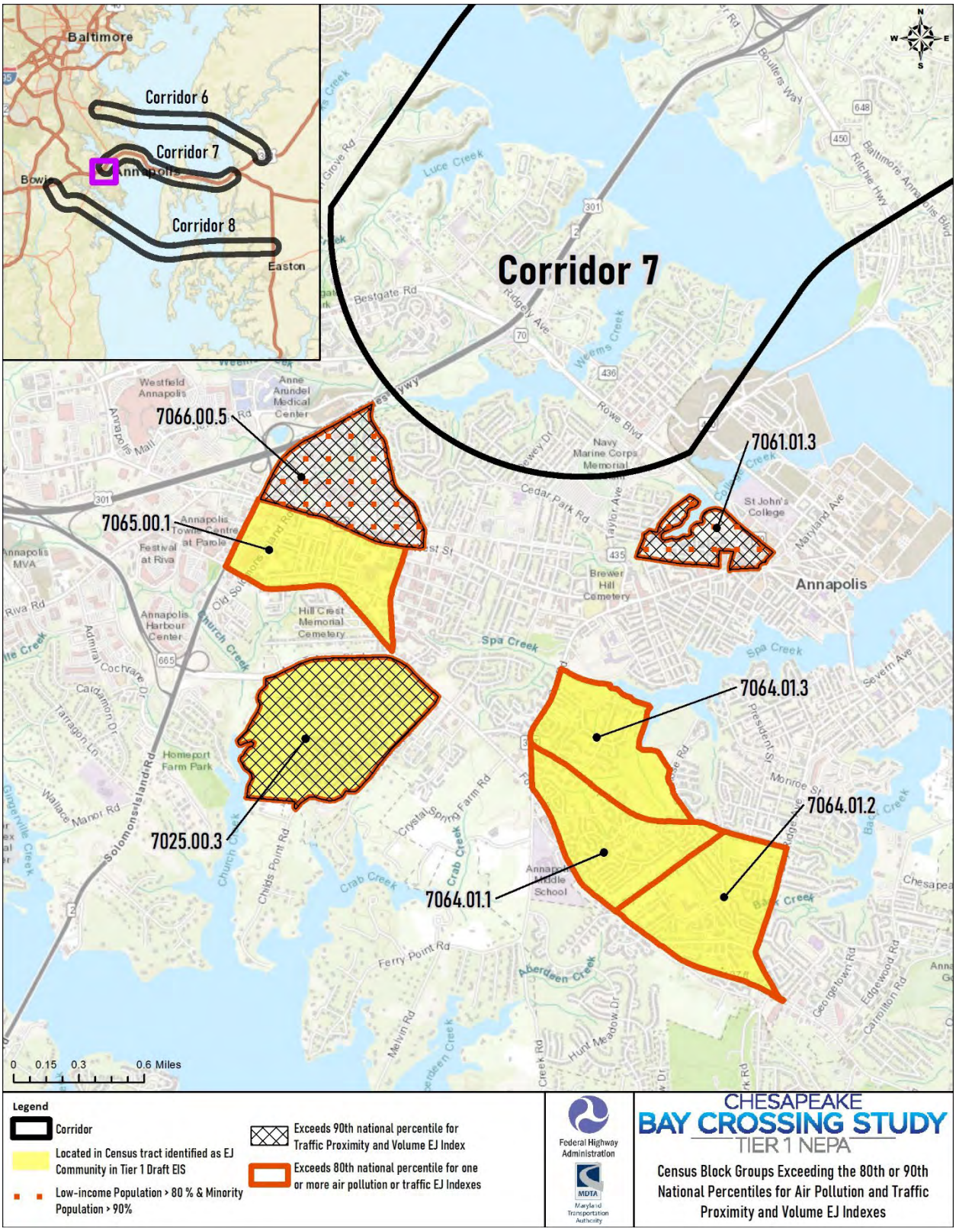
CENSUS BLOCK GROUP	EJSCREEN EJ INDEX (NATIONAL PERCENTILE)					
	$PM_{2.5}$	OZONE	NATA DIESEL PM	NATA AIR TOXICS CANCER RISK	NATA RESPIRATORY HAZARD INDEX	TRAFFIC PROXIMITY AND VOLUME
7025.00.3	83rd	86th	83rd	82nd	81st	90th
7061.01.3	82nd	85th	83rd	81st	81st	92nd
7064.01.1	81st	84th	81st	80th	(79th)	88th
7064.01.2	82nd	84th	81st	80th	80th	87th
7064.01.3	82nd	85th	82nd	81st	80th	82nd
7065.00.1	(77th)	(79th)	80th	(76th)	(76th)	86th
7066.00.5	(79th)	82nd	82nd	(79th)	(78th)	93rd

Source: EPA EJSCREEN Mapping Tool, https://ejscreen.epa.gov/mapper/.

None of the block groups listed in **Table 3-3** are in the CARA. Other than those listed in **Table 3-3**, no other block groups in the Tier 1 Draft EIS socioeconomic study area exceed the 80th or 90th percentile for any EJ Index in EJSCREEN.

The indices not covered in detail above consist of Lead Paint Indicator, Superfund Proximity, Risk Management Plan (RMP) Proximity, Hazardous Waste Proximity, and Wastewater Discharge Indicators. None of the block groups within or crossed by the 3 CARA exceed the 80th State or National percentile for these indices.

Figure 3-7: Census Block Groups Exceeding the 80th or 90th National Percentiles for Selected EJSCREEN EJ Indexes



3.3.6 Conclusion

Seven Census block groups in the Tier 1 Draft EIS socioeconomic study area were identified by the EJSCREEN review as exceeding the 80th or 90th percentiles for one or more EJ Indexes associated with air pollution and traffic proximity and volume (**Section 3.3.4**, **Table 3-3**, **Figure 3-7**). These exceedances indicate the presence of minority or low-income populations with an elevated potential for exposure to air pollution and/or other adverse effects associated with traffic. Two of the 7 block groups identified by the EJSCREEN review (7061.01.3 and 7066.00.5) are outside the Census tracts that were previously identified as potential minority EJ communities in the Tier 1 Draft EIS.

MDTA would further evaluate impacts on the Census tracts and block groups identified as potential EJ communities in a future Tier 2 Study. Other minority, low-income, and disadvantaged or overburdened communities will also be identified, as necessary, through the review of available data and continuing public engagement. This would potentially include EJ communities identified through the detailed review of data from the US Census Bureau, State of Maryland, EPA EJSCREEN, and other applicable sources. More detailed data analysis and public engagement efforts would be developed and performed during a future Tier 2 NEPA study and would be informed and supported by additional opportunities for public and agency input.

3.4 NHPA Section 106

This section provides a brief overview of NHPA Section 106 activities completed concurrently with the Tier 1 NEPA Study, including updated Section 106 coordination since the publication of the DEIS.

FHWA initiated Section 106 consultation with the Maryland State Historic Preservation Officer (SHPO) (Maryland Historical Trust [MHT]) on May 3, 2018 and received MHT's response June 25, 2018. FHWA initiated consultation with ten Federally Recognized Tribes and invited consulting parties to participate in the Section 106 consultation process via letter on November 29, 2018. A second letter dated April 9, 2019, was sent to those invited parties that had not responded. Consulting parties who participated in Tier 1 Section 106 consultation include:

1) Anne Arundel County Office of Environmental and Cultural Resources
2) Four Rivers Heritage Area (aka ALTSCHA, Inc.)
3) Baltimore Heritage
4) Rockaway Beach Improvement Association, Inc.
5) American Chestnut Land Trust
6) Cecil County Planning Commission
7) Eastern Shore Land Conservancy
8) Lower Susquehanna Heritage Greenway
9) Heart of Chesapeake Country Heritage Area
10) Delaware Nation
11) Kent Conservation and Preservation Alliance
12) Kent County Department of Planning, Housing, and Zoning
13) Center for the Environment and Society, Washington College
14) Stories of the Chesapeake Heritage Area (aka Eastern Shore Heritage Inc.)
15) Queen Anne's County Department of Public Works

16) Patuxent Tidewater Land Trust
17) Lower Eastern Shore Heritage Council
18) Lower Shore Land Trust
19) Preservation Maryland
20) Advisory Council on Historic Preservation (ACHP)
21) Chesapeake Bay Foundation
22) City of Annapolis Historic Preservation Division

In consultation with the Maryland SHPO and the Advisory Council on Historic Preservation (ACHP), FHWA and MDTA developed a phased approach for complying with Section 106 historic properties identification requirements during Tier 1 NEPA. Tier 1 Section 106 historic property identification focused on establishing the likely presence of historic properties within the APE (defined as coterminous with the CARA). For more detailed information on the Section 106 methodology and consultation, refer to **Chapter 4.2 of the DEIS** and the **Cultural Resources Technical Report**.

FHWA and MDTA completed an inventory of recorded cultural resources within the 14 Corridor Alternatives. This information was presented as part of the environmental inventory at the Fall 2019 Open Houses where the public was able to provide comments. Once the CARA were identified, FHWA and MDTA prepared a BCS Cultural Resources Technical Report for review and comment. Consulting parties participating in Section 106 consultation, including ten Federally Recognized Tribes, were provided with a draft of the technical report on June 24, 2020. FHWA and MDTA received comments from the MD SHPO, Anne Arundel County Office of Planning and Zoning, Talbot County Department of Planning and Zoning, and the Kent Conservation and Preservation Alliance. Comments received from the MD SHPO and consulting parties were reviewed and considered by FHWA and MDTA, and revisions were made to the report in response.

Section 106 consultation continued in conjunction with the public availability of the Tier 1 DEIS in February 2021. MDTA distributed the Tier 1 DEIS and the final Cultural Resources Technical Report to consulting parties via email links. The DEIS included the identification of the MDTA-RPCA (Corridor 7). Consulting parties were invited to comment on the document in numerous ways that included submitting an email to the BCS email address, visiting the project website and leaving a comment through the online comment form; sending a letter to the MDTA; through private testimony which was available via voicemail during all testimony sessions; and through live public testimony at one of the six testimony sessions.

The MD SHPO responded to the DEIS in May 2021 and acknowledged that their comments provided in August 2020 had been incorporated into the technical report and DEIS. The following consulting parties provided comments on the DEIS: Queen Anne's County, who did not provide comments related to Section 106, and the Kent Conservation and Preservation Alliance, who expressed general concern for the impact to cultural and historic resources. These comments have been considered in the FEIS and ROD. Section 106 consultation would resume during a potential future Tier 2 NEPA study with continued historic properties identification, assessment of adverse effects, and resolution of any adverse effects. Discussion of commitments for Tier 2 is included in the **ROD, Section 7.4**.

4 SUMMARY OF PUBLIC INVOLVEMENT AND COMMENTS

4.1 PUBLIC COMMENT SUMMARY AND STATISTICS

As described in **Section 1.3**, the DEIS was made available for public comment for a period of 84 days, from February 23 through May 17, 2021. The MDTA afforded the public numerous options to comment on the document as shown in **Table 4-1**, below.

A total of 861 public comments were received during the comment period. The methods by which the comments were provided are summarized in **Table 4-1**.

Table 4-1: Comment Methods

COMMENT METHOD	NUMBER OF COMMENTS
Website	581
Email	188
Letter	8
Governor's Website	37
Call-In Testimony	14
In-Person Testimony	33
Total	**861**

4.2 PUBLIC COMMENT TOPIC AREAS

The Bay Crossing Study team has categorized the most frequent topics included in the comments received, as shown in **Table 4-2**. The following sections summarize these topic areas. Note that because most comments addressed multiple categories, the total number of comments per category exceeds the total number of comments.

Table 4-2: Public Comment Topics

COMMENT TOPIC	NUMBER OF COMMENTS
Study Process and Purpose and Need	163
Corridor Alternatives Retained for Analysis (CARA)	597
Range of Corridor Alternatives and Modal and Operational Alternatives	398
Traffic	706

COMMENT TOPIC	NUMBER OF COMMENTS
Environmental Impacts	353
Engineering	130
General Support	23
General Opposition	67

This section includes a brief summary of the topic areas frequently mentioned in the DEIS public comments by category. **Section 4.3** provides a brief summary response. **Appendix A** includes the full text of every comment received, along with detailed summaries and comment responses by topic area. **Appendix C** includes a response to a report prepared by AKRF commissioned by the Queen Anne's Conservation Association.

4.2.1 Study Process and Purpose and Need

Comments in this category expressed concerns related to the Purpose and Need and the study process. Some comments stated that the BCS Purpose and Need was too limited and suggested alternate goals that could have been included. Another recurring theme noted concern over whether background information regarding current and expected congestion at the existing crossing justified the need for a new crossing. In particular, many comments suggested that factors not considered in the traffic analysis would affect the need for a new crossing, such as impacts of the COVID-19 pandemic, future increases in telework, the impact of AET, and changes in commuting patterns.

Many comments noted concern with the tiered study process, specifically, questioning the level of detail and/or the qualitative analysis used to evaluate alternatives in the Tier 1 study. Some comments suggested that the Corridor Alternatives should have accounted for greater limits, because improvements would be needed along more extensive corridors. Comments expressed concerns that the study process prematurely removed alternatives such as the modal and operational alternatives (MOA) and the No-Build from consideration. Some comments expressed concern that the public or agencies, particularly local counties, were not given enough voice in the Study so far.

4.2.2 Corridor Alternatives Retained for Analysis (CARA)

Numerous comments focused on either support or opposition to the CARA (Corridors 6, 7, and 8). Public opinion was most vocal regarding Corridor 7, with 127 comments expressing support for Corridor 7 as the MDTA-RPCA and 283 comments opposing Corridor 7. Corridors 6 and 8 both received fewer comments, most of which were in opposition to these alternatives.

Comments opposed to Corridor 6 presented concerns with traffic impacts to the local roadway network, local community, and potential impacts to the Bay. Many comments supporting Corridor 6 suggested that this alternative would provide a more direct connection to Baltimore and would help divert traffic away from Annapolis and the existing Bay Bridge corridor.

Comments opposing Corridor 7 were received primarily from residents of Annapolis, Amberly/Cape St. Clair, and Kent Island. Residents expressed significant concerns with additional traffic and infrastructure impacts along US 50 and the surrounding local network. Many of the residents opposed to Corridor 7 suggested that another Bay crossing should be placed elsewhere to divert some of the existing traffic and

provide an alternative route for emergencies, such as traffic incidents. There were numerous complaints about the existing local network traffic conditions that make daily trips difficult for residents during peak summer traffic times.

Supporters of Corridor 7 identified it as the most expedient, cost effective, and best alternative to address the existing and future traffic needs. Comments noted the efficiency of using existing infrastructure, which would minimize the impacts and costs for a new Bay crossing.

Comments opposed to Corridor 8 presented concerns with traffic impacts to their local roadway network, local community, and potential environmental impacts. Public input supporting Corridor 8 generally anticipated traffic from Virginia and the south to be diverted along the proposed corridor, thereby alleviating the existing traffic needs at the current Bay Bridge. Supporters also expect Corridor 8 would improve access to the beaches in Maryland. Some supported Corridor 8 because they believe it would bring needed economic development to the area.

4.2.3 Range of Alternatives and MOA

There were numerous comments suggesting other crossing locations or MOA that had been previously considered but dropped as stand-alone alternatives prior to the issuance of the DEIS. Most of these comments suggested that crossings farther north or south of the existing crossing would better divert the existing traffic and provide other benefits, such as economic development. Public comments also reflected support for alternative modes of transportation, including consideration for ferries or public transportation, reduction in carbon footprint, and sustainability. Some comments suggested that combinations of the MOA such as TSM/TDM and transit could be implemented instead of a new crossing.

4.2.4 Traffic

Some comments questioned the projected forecast and future need for a new crossing or additional transportation capacity and provided reasons such as the COVID-19 pandemic, the increase in teleworking, and recent implementation of AET at the existing Bay Bridge would reduce congestion. Comments questioned the methodology of the traffic forecasting and the data used to support it. Many of the traffic-related concerns referenced the existing traffic conditions along US 50, the existing and future impact to the local network, and potential future impacts associated with the CARA.

Comments also expressed concerns that the MDTA-RPCA would cause additional traffic problems along local roadways in Corridor 7. Traffic concerns unrelated to any CARA focused on existing and future noise impacts, impacts during construction, rerouting alternatives, and other constraints in the existing infrastructure to support any new Bay crossing. There was also concern over the potential effects on traffic from temporary bridge closures during maintenance, construction or emergency situations.

4.2.5 Environmental Impacts

Comments concerning environmental impacts were generally in the context of opposing one of the CARA, and worries about the removal of vegetation, increase in noise, and the impact to wildlife and natural resources. Many residents stated concerns about negative effects to their quality of life due to a new Bay crossing, including impacts to local community resources such as schools and parks, as well as their land values. Some comments questioned the value of adding transportation capacity with the forecast in sea

level rise and impacts to the Eastern Shore. Commenters expressed concern over potential impacts to Environmental Justice (EJ) communities from a new crossing, such as property, air quality, drinking water, public health, and other impacts to EJ populations.

4.2.6 Engineering

Several comments offered questions and suggestions for potential engineering solutions, crossing types, typical sections and lane configurations, bridge design, and the construction of tunnels. Accommodations for pedestrians, bicyclists, and mass-transit were also requested for consideration.

4.2.7 General Support

Comments in this category expressed general support for the Study, or for a new crossing, but did not indicate a preference among the Corridor Alternatives. Comments that supported the Study generally based their support on existing traffic congestion and safety concerns and believe that increased capacity is required to relieve existing local traffic congestion. Some comments expressed a sense of urgency, stating that a new crossing is needed as soon as possible.

4.2.8 General Opposition

Comments included in this category indicated general opposition to the Study, opposition to the construction of a new crossing, or support for the No-Build. Many comments expressed concern that the environmental impacts from a new crossing would be too great, citing direct impacts to the Bay as well as potential new sprawl development on the Eastern Shore. Many expressed that a new crossing would not be worth the cost. Some stated a preference to divert taxpayer dollars to other priorities, such as transit, lower-impact alternatives, or projects in other areas. Many expressed opinions that TSM/TDM measures would be more cost-effective. Many comments indicated support for modal and operational alternatives such as transit, TSM/TDM, and ferries.

4.3 PUBLIC COMMENT RESPONSE SUMMARY

The Bay Crossing Study team has reviewed and considered all comments provided on the DEIS. This section provides a brief summary response to the prevalent themes of comments received on the Tier 1 DEIS. The full text of every comment received, as well as detailed summaries and comment responses by topic area, are provided in **Appendix A**.

The Purpose and Need for the Study has been established by MDTA and the FHWA to focus specifically on the extensively documented problems of traffic congestion at the existing Bay Bridge, an MDTA-owned facility. MDTA is responsible for evaluating and considering solutions to the existing problems at the MDTA facility. Thus, the Purpose and Need for the Study, and the transportation solutions proposed with the CARA and Corridor 7, emphasize traffic relief at the existing Bay Bridge. The decision to advance Corridor 7 in the Bay Crossing Study would not preclude separate studies with purposes that differ from the Bay Crossing Study's Purpose and Need.

With respect to the COVID-19 pandemic's potential long-term impacts on future traffic volumes, it is not possible at this time based on limited data to predict how future unforeseen changes such as increased

telecommuting could affect traffic volumes. However, preliminary data indicates that Bay Bridge volumes and congestion have largely returned to pre-COVID levels. Furthermore, it is not anticipated that any long-term changes to summer vacation travel would be affected by the COVID-19 pandemic.

The tiered NEPA review adopted by MDTA for the Study properly identifies impacts at a level of detail that is appropriate for regional planning decision-making across a broad geographic area. Greater detail on environmental impacts of a proposed alignment would be the subject of a potential future Tier 2 study. It should be noted that the intention of the Tier 1 phase is to identify the best corridor for potential new crossing infrastructure; however, the No-Build Alternative would still be considered in any future project-based Tier 2 study. Specific details of a potential new crossing, such as lane and crossing configurations, pedestrian and transit access and other considerations, would also be included in a Tier 2 study.

While some comments expressed skepticism that Corridor 7 would provide the greatest traffic congestion relief, the findings of the traffic analysis based on the best available data strongly indicate that Corridor 7 best meets the traffic relief goals of the Purpose and Need. Other solutions such as TSM/TDM, ferries and transit were also evaluated for the Bay Crossing Study and would continue to be evaluated in Tier 2 in conjunction with a new crossing. A future Tier 2 study would also consider combinations of various MOA as alternatives; these would be evaluated within the context of Corridor 7.

Concerns over whether potential additional capacity near the existing bridge would cause increased traffic on local roadways would be a focus of any Tier 2 study. At that time, MDTA would evaluate local roadway tie-ins in greater detail to ensure that no new traffic problems are created by a proposed new crossing. It is also likely that traffic relief from a new crossing would benefit local roadway networks, due to fewer backups and less cut-through traffic.

It is anticipated that any new crossing capacity over the Chesapeake Bay would lead to potential land use changes and development on the Eastern Shore. Corridor 7 is considered the most consistent with existing and planned land uses. A new crossing in Corridor 7 would add new capacity in close proximity to the existing roadway networks, rather than create substantial new highway facilities where only local roadways currently exist. Therefore, Corridor 7 would likely have the lowest overall impact on land use and development compared to the other corridors studied.

5 AGENCY COORDINATION AND COMMENTS

A comprehensive agency coordination program was implemented throughout the Bay Crossing Study from initiation through the Tier 1 DEIS and FEIS development. As summarized in the DEIS, interaction with the agencies was guided by the Bay Crossing Study Coordination Plan, which was made available on the Bay Crossing Study website. The plan included a general study and coordination schedule and identified Cooperating, Participating, and Notified agencies/stakeholders. Interagency Coordination Meetings (ICM) were held by MDTA to present and discuss information, and to seek feedback on the study process, methodologies, and results of major findings at study milestones with Cooperating and Participating Agencies. In addition, the BCS team asked Cooperating and Participating Agencies with specific expertise or regulatory authority to review and provide comments on Technical Reports used to inform the DEIS. Cooperating Agencies were requested to provide concurrence at key milestones throughout the Study. As outlined in the coordination plan, concurrence was received on the Study schedule and guiding principles for the agency coordination process in February 2018. In July 2018, the Cooperating Agencies concurred on the Purpose and Need statement. In February 2020, the Cooperating Agencies concurred on the identification of the CARA. A total of 12 ICMs were held between the Study initiation in October 2017 and the publication of the DEIS in February 2021.

5.1 SUMMARY OF AGENCY COMMENTS

As described in **Section 1.3**, the DEIS was made available for public and agency comment for a period of 84 days, from February 23 through May 17, 2021. No cooperating agencies objected to identifying Corridor 7 as the MDTA-RPCA. Anne Arundel County provided comments stating their opinion that the Study is flawed and does not justify its purpose or the need for a new crossing. Their argument cited concerns with traffic assumptions, purpose and need, environmental impacts, and stakeholder involvement. However, in September 2021, Anne Arundel County approved a resolution in support of improvements within Corridor 7 and continuing study in Tier 2. Queen Anne's County approved a similar resolution.

Agency comments were generally supportive of the DEIS findings and did not express any major concerns with the DEIS Study that would require MDTA to alter the MDTA-RPCA identified in the DEIS. Many agency comments focused on suggestions and requests for a potential future Tier 2 study, particularly for the specific resources for which the agencies have expertise or regulatory authority. Agencies provided input on the appropriate level of detail, coordination, permitting, data sources, and other information pertinent to a potential future Tier 2 study.

Agency comments also recommended edits and provided suggestions for improvement to the DEIS content. In some cases, agencies requested supplementary studies or new information on issues such as climate change vulnerability, environmental justice, and community and land use impacts. Some agencies commented on the traffic analysis, such as suggestions to evaluate the potential future impacts of teleworking. Agencies also expressed support for the continued evaluation of transit and TSM/TDM strategies in a future Tier 2 study.

Updates to the information presented in the DEIS to address agency comments have been provided in the FEIS as appropriate, and supplementary information has been developed related to climate change vulnerability (**Section 3.2**) and environmental justice (**Section 3.3**). The tiered NEPA review adopted by MDTA for the Study properly identifies impacts at the level of detail appropriate for regional planning decision-making across a broad geographic area. Greater detail on environmental impacts of a proposed alignment would be the subject of a Tier 2 study. The Tier 2 process would be conducted in close coordination with agencies to determine the study methodology, data sources, permitting requirements, and other details relevant to the jurisdiction and expertise of agencies. For comments applicable to a potential future Tier 2 study, MDTA will retain these comments and consider them if a Tier 2 study is initiated.

5.2 Agency Coordination Activities Since DEIS

The DEIS was made available to Cooperating, Participating, and Notified Agencies for review and comment through the BCS website (www.baycrossingstudy.com), and an ICM was held on February 24, 2021, to present a summary of the DEIS and discuss the subsequent public hearings. MDTA prepared a PCA Concurrence Package for Cooperating and Participating agency review and held an ICM on August 25, 2021, to present the Draft PCA and comments received on the DEIS. MDTA requested and received concurrence or no objection from all Cooperating agencies as of October 2021. A summary of the ICM meetings held since publishing the DEIS is provided in **Table 5-1.** Agency DEIS comments and responses are included in **Appendix B**. Agency correspondence since publishing the DEIS is provided in **Appendix D**.

Table 5-1: Summary of ICMs since DEIS

DATE	KEY TOPICS
February 2021	MDTA summarizes key topics from the Tier 1 DEIS and presents the plan for April 2021 public hearings
August 2021	MDTA presents the PCA package and summarizes agency and public input on the DEIS. MDTA requests agency comments and cooperating agency concurrence by September 15, 2021.

6 PREFERRED CORRIDOR ALTERNATIVE

The February 2021 Tier 1 DEIS presented Corridor 7 as the MDTA-RPCA based on an analysis of traffic congestion impacts, a wide range of engineering and environmental factors, and input received through public comments and coordination with State and Federal cooperating agencies. The DEIS included detailed analysis and rationale for identification of Corridor 7 as the MDTA-RPCA. This analysis was presented in **Chapter 5** of the DEIS.

Based on the analysis documented in the DEIS, additional input received from agency and public DEIS comments, and supplementary analysis conducted for this FEIS, Corridor 7 has been identified as the Preferred Corridor Alternative (PCA) for the BCS Tier 1 NEPA Study. This chapter presents a summary of the DEIS MDTA-RPCA analysis, a summary of the supplementary analysis conducted for the FEIS, and a discussion of public and agency input. The selection of Corridor 7 is finalized in the ROD (**Chapter 7**).

6.1 SUMMARY FROM DEIS RPCA ANALYSIS

The DEIS presented the rationale for Corridor 7 in three main categories: Traffic Analysis, Engineering and Cost, and Environmental Considerations. A summary of each rationale is included below; refer to **DEIS Chapters 3 and 5** for more detailed information.

6.1.1 Traffic Analysis

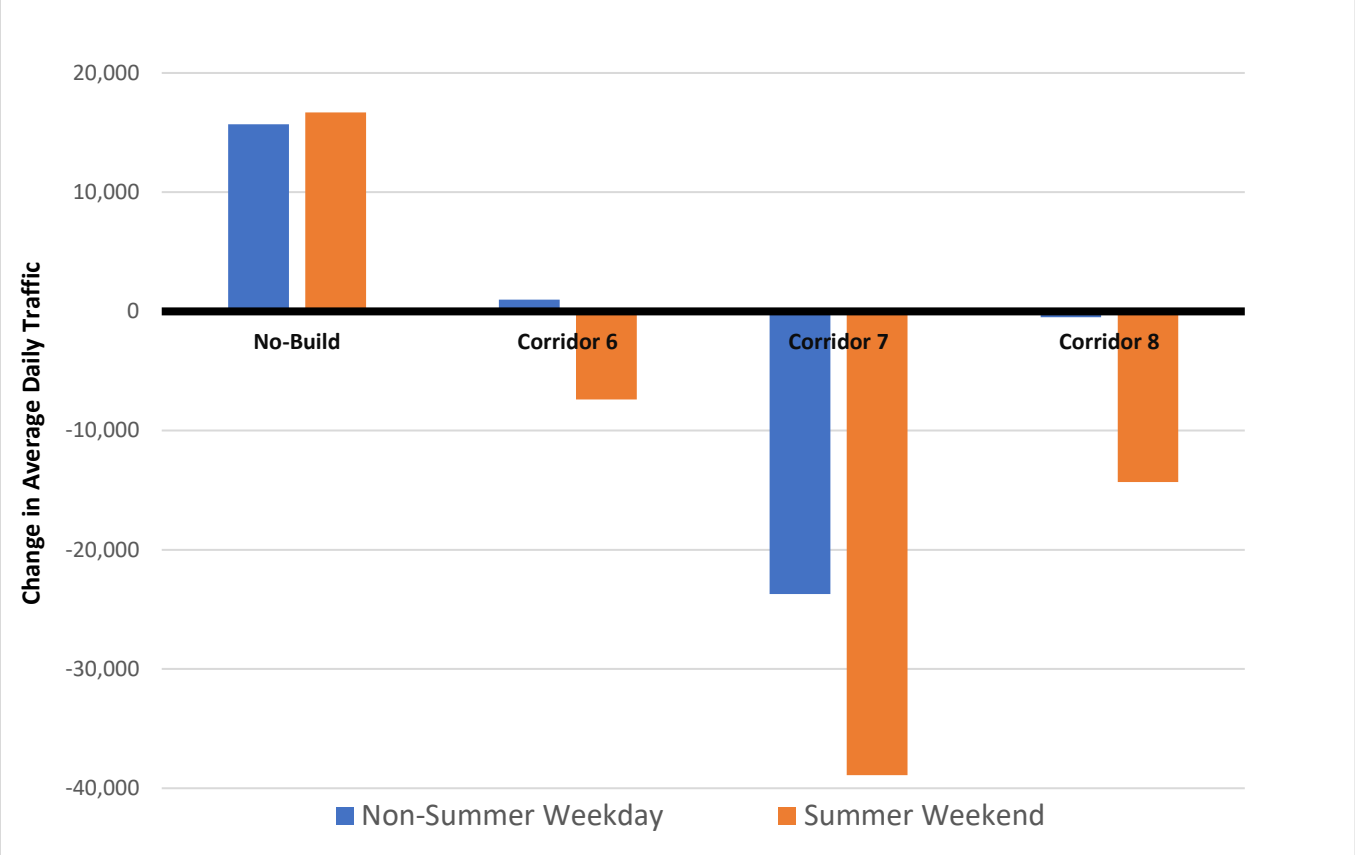
The primary focus of the Bay Crossing Study is to relieve traffic congestion at the Bay Bridge, which would be accomplished by attracting vehicles away from the Bay Bridge and onto a new crossing. The Screening Traffic Analysis (described in **DEIS Section 3.2.2**) determined that Corridor 7 would provide the greatest congestion relief, based on comparison of the Average Daily Traffic (ADT) volumes at the Bay Bridge, for both non-summer weekdays and summer weekends in 2040 for the three CARA.

As shown in **Table 6-1** and **Figure 6-1**, Corridor 7 would result in an estimated reduction of approximately 23,700 vehicles per day (vpd) (or 35 percent) on non-summer weekdays on the Bay Bridge compared to existing conditions, and a reduction of approximately 38,900 vpd (or 33 percent) on summer weekends on the Bay Bridge compared to existing conditions. These reductions in traffic on the Bay Bridge would be substantially greater than could be achieved by a new crossing in Corridor 6 or Corridor 8, as shown in the column labeled 'Change in ADT.'

Table 6-1: 2040 Average Daily Traffic Volumes

CORRIDOR ALTERNATIVE	2040 SUMMER WEEKEND ADT				2040 NON-SUMMER WEEKDAY ADT			
	EXISTING BRIDGE	EXISTING BRIDGE: CHANGE FROM 2017	PROPOSED CROSSING	COMBINED CROSSINGS	EXISTING BRIDGE	EXISTING BRIDGE: CHANGE FROM 2017	PROPOSED CROSSING	COMBINED CROSSINGS
Measure	**ADT**	**Change in ADT**	**ADT**	**ADT**	**ADT**	**Change in ADT**	**ADT**	**ADT**
Existing (2017)	118,600	N/A	N/A	118,600	68,600	N/A	N/A	68,600
No-Build (2040)	135,300	+16,700	N/A	135,300	84,300	+15,700	N/A	84,300
Corridor 6	111,200	**-7,400**	45,700	156,900	69,600	**+1,000**	18,200	87,800
Corridor 7	79,700	**-38,900**	79,700	159,400	44,900	**-23,700**	44,900	89,800
Corridor 8	104,300	**-14,300**	55,200	159,500	68,100	**-500**	20,000	88,100

Figure 6-1: 2040 Average Daily Traffic Volumes – Change from Existing Conditions (2017)

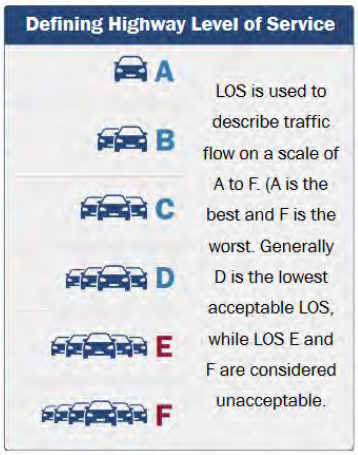


Following selection of the CARA, an additional traffic analysis of Corridors 6, 7 and 8 was conducted. The CARA Traffic Analysis (detailed in Section 5.1 of the DEIS) included evaluation of the 2040 peak-hour traffic volumes and level of service (LOS) for a new crossing in each proposed corridor and the Bay Bridge for both summer weekends and non-summer weekdays. The results of the CARA Traffic Analysis provided greater detail in distinguishing between the CARA.

The CARA Traffic Analysis revealed that substantial new capacity in Corridors 6 or 8 would still result in unacceptable peak-hour LOS at the Bay Bridge in 2040. **Table 6-2** presents the 2040 peak-hour LOS at a new crossing and at the Bay Bridge with the assumed addition of eight new lanes for each new crossing in the CARA. Note that the assumption of eight new lanes was used to evaluate the draw of traffic to a new crossing location without limiting the available capacity. The eight-lane scenario presented here is included for comparative purposes only; the actual number of lanes in any Corridor Alternative would be identified in a future Tier 2 study.

Table 6-2: 2040 Summer Weekend Peak-Hour LOS

Alternative		Summer Weekend		Non-Summer Weekday	
Eastbound or Westbound		EB	WB	EB	WB
No-Build		F	F	F	F
Corridor 6	Existing Bay Bridge	F	E	E	E
	New Crossing	B	A	A	A
Corridor 7	Existing Bay Bridge	D	C	C	C
	New Crossing	D	C	C	C
Corridor 8	Existing Bay Bridge	F	E	E	E
	New Crossing	B	B	A	A



Although Corridors 6 and 8 provide a LOS A or B, the Bay Bridge would still operate at LOS E or F, thus demonstrating that those corridors would not draw enough traffic away from the Bay Bridge to effectively relieve congestion.

With new capacity in Corridors 6 or 8, the Bay Bridge would still experience peak-hour LOS F (eastbound) or LOS E (westbound) on non-summer weekends in 2040. An equivalent amount of new capacity added in Corridor 7 would result in peak-hour LOS D eastbound and LOS C westbound in 2040 on summer weekends at the existing bridge.

On non-summer weekdays, new capacity in Corridors 6 or 8 would still result in peak-hour LOS E on the Bay Bridge in both directions. The equivalent new capacity at Corridor 7 could achieve LOS C in both directions at the existing bridge.

This analysis demonstrates that even a substantial addition of new capacity in Corridor 6 or Corridor 8 would not sufficiently relieve the traffic congestion problem at the Bay Bridge. LOS E and F are considered unacceptable LOS, causing unpredictable travel times and major delays. A new eight-lane crossing in Corridor 7 could much more effectively improve the traffic conditions at the Bay Bridge by achieving LOS C westbound and LOS D eastbound on summer weekends, and LOS C in both directions on non-summer weekdays.

It is important to note that the LOS A and B for the new crossing in Corridors 6 and 8 are due to the inability of a new crossing in either corridor to draw enough traffic away from the Bay Bridge. These high LOS would result from a lower number of vehicles using the new crossing in Corridor 6 or 8, while larger numbers of vehicles would continue to use the Bay Bridge resulting in continued LOS E or F. For Corridor 7, in contrast, the traffic volumes would balance out between the Bay Bridge and the new crossing. This would provide greater congestion relief and improved peak-hour LOS at the Bay Bridge under Corridor 7.

6.1.2 Engineering and Cost

Conceptual project cost estimates were developed for Corridors 6, 7, and 8, as detailed in **DEIS Section 3.5**. The cost estimates included construction, preliminary engineering, and right-of-way acquisition for a project that would extend for the entire length of each corridor, including the Western Shore and Eastern Shore approach roadways.

Tables 6-3 and **6-4** present the range of cost estimates developed for each corridor. The costs in **Table 6-3** assume a bridge across the Chesapeake Bay and the costs in **Table 6-4** assume a bridge-tunnel across the Chesapeake Bay.

Table 6-3: Total Project Costs Assuming a Bridge across the Chesapeake Bay (2020 dollars)

CORRIDOR	LOW END OF RANGE - TOTAL COST IN BILLIONS	HIGH END OF RANGE - TOTAL COST IN BILLIONS	LOW END OF RANGE - MAJOR STRUCTURES COST IN BILLIONS	HIGH END OF RANGE - MAJOR STRUCTURES COST IN BILLIONS	LOW END OF RANGE – ON LAND INFRASTRUCTURE COST IN BILLIONS	HIGH END OF RANGE – ON LAND INFRASTRUCTURE COST IN BILLIONS
6	$6.6	$7.2	$3.9	$3.8	$2.7	$3.4
7	$5.4	$8.9	$3.7	$4.6	$1.7	$4.3
8	$11.7	$15.7	$7.4	$9.6	$4.3	$6.1

Table 6-4: Total Project Costs Assuming a Bridge-Tunnel across the Chesapeake Bay (2020 dollars)

CORRIDOR	LOW END OF RANGE – TOTAL COST IN BILLIONS	HIGH END OF RANGE – TOTAL COST IN BILLIONS	LOW END OF RANGE MAJOR STRUCTURES COST IN BILLIONS	HIGH END OF RANGE - MAJOR STRUCTURES COST IN BILLIONS	LOW END OF RANGE – ON LAND INFRASTRUCTURE COST IN BILLIONS	HIGH END OF RANGE – ON LAND INFRASTRUCTURE COST IN BILLIONS
6	$12.7	$13.3	$9.5	$9.5	$3.2	$3.8
7	$8.0	$13.1	$6.1	$8.5	$1.9	$4.6
8	$13.2	$18.0	$8.8	$11.7	$4.4	$6.3

The lower end of the cost estimate for Corridor 7, which assumed primarily utilizing existing infrastructure, would be the lowest of the three corridors. This indicated that cost savings could be achieved from utilizing the existing US 50/301 approach roadways in Corridor 7.

6.1.3 Environmental Considerations

This section provides a brief overview of the environmental considerations in the DEIS used to inform the identification of Corridor 7 as the PCA. More detailed discussion is included in **DEIS Section 5.3** and **DEIS Chapter 4.**

The evaluation of environmental considerations showed that all three CARA contain substantial environmental resources. The environmental inventory within the two-mile wide corridors, however, does not provide the level of specificity needed to determine actual environmental impacts. Specific impacts would be largely determined by the alignment of a new crossing, which would be much narrower than two miles and would be developed during a future Tier 2 study. The inventory of environmental features is, however, a useful indicator at the Tier 1 level of detail for comparing among broad corridor alternatives. Generally speaking, corridors with greater acreage or numbers of a resource are expected to be more likely to result in impacts to those resources.

Corridor 7 would require the shortest crossing of the Chesapeake Bay due to the narrower width of the Bay at this location. Corridor 7 also has the shortest overall length of approaching roadway improvements necessary due to the presence of existing infrastructure in the corridor (see **Table 6-5**). These factors lead to Corridor 7 potentially resulting in the lowest overall environmental impacts compared to Corridors 6 or 8.

Table 6-5: Corridor and Crossing Lengths in Miles

CORRIDOR ALTERNATIVE	APPROXIMATE LENGTH OF CHESAPEAKE BAY CROSSING	APPROXIMATE LENGTH OF ON-LAND IMPROVEMENTS	APPROXIMATE LENGTH OF OTHER WATER CROSSINGS	TOTAL CORRIDOR LENGTH IN MILES
Corridor 6	11	14	3	28
Corridor 7	4	17	1	22
Corridor 8	12	21	4	37

Table 6-6 displays a selection of key resources included in the environmental inventory. The environmental inventory reflects the breadth and complexity of existing environmental conditions in the two-mile wide corridors and indicates some advantages and some disadvantages for every corridor. However, consideration of all the environmental factors suggests that Corridor 7 would potentially result in fewer environmental impacts to sensitive aquatic resources of the Chesapeake Bay such as open water, fish habitat, and oysters.

Additionally, the presence of the existing US 50/301 corridor could allow for less impactful new infrastructure in Corridor 7. Corridors 6 and 8 would both require a major, new limited-access approach roadway largely on a new alignment through areas that are currently not impacted by major transportation infrastructure. However, a future Tier 2 alternative could be developed in Corridor 7 that expands the existing US 50/301 infrastructure. Much of the land adjacent to the existing US 50/301 roadway is developed, so utilizing this infrastructure potentially minimizes overall impacts to on-land natural resources.

A future Tier 2 alternative that expands capacity along existing roadways in Corridor 7 could also minimize impacts to community cohesion and disruption to residential neighborhoods. Neighborhoods in the vicinity of US 50/301 have generally been developed to the north or south of the highway, often separated by a commercial area or wooded buffers. Thus, new capacity in Corridor 7 could avoid bisecting existing residential neighborhoods; impacts would likely be primarily along the periphery of residential areas. Such an alignment would, however, have greater impacts on commercial land uses and community facilities that are more prevalent alongside US 50/301. Access roads to adjacent land uses could also be impacted.

Corridor 7 is more developed and contains greater amounts of commercial land uses, community facilities, and noise-sensitive areas.

Table 6-6: Summary of Environmental Inventory

RESOURCE	UNIT	CORRIDOR 6	CORRIDOR 7*	CORRIDOR 8
Total Area	Acres	35,010	27,990	46,810
Land	Acres	16,840 (48%)	18,330 (65%)	26,230 (56%)
Open Water	Acres	18,140 (52%)	9,660 (35%)	20,590 (44%)
Community Facilities Total	Count	27	70	37
Forest Land	Acres	4,500	4,500	8,520
Residential Land Use	Acres	5,660	6,560	6,830
Commercial Land Use	Acres	270	930	320
Environmental Justice (EJ) Census Tracts	Count (Census Tracts)	1 Low-income 0 Minority Race/Ethnicity	1 Low-income 1 Minority Race/Ethnicity	0 Low-income 0 Minority Race/Ethnicity
Total Section 4(f) Resources	Count	10	25	24
Area of Section 4(f) Resources	Acres	1,190	1,680	1,650
MDNR Non-Tidal Wetlands	Acres	1,200	1,500	2,080
MDNR Tidal Wetlands	Acres	18,460	10,870	24,940
Surface Waters	Linear Feet	344,380	394,020	471,890
100-Year Floodplain	Acres	3,050	6,640	3,950
Chesapeake Bay Critical Area	Acres	4,910	9,810	8,120
FIDS Habitat	Acres	7,020	6,900	11,410
Sensitive Species Project Review Areas (SSPRAs)	Acres	2,720	2,180	8,630
Green Infrastructure – Total	Acres	4,880	4,480	11,450
Essential Fish Habitat (EFH)	Acres	64,320	36,650	87,680
Submerged Aquatic Vegetation (SAV)	Acres	40	270	460
Oyster Resources	Acres	11,130	3,460	7,960
MDNR Oyster Sanctuaries	Acres	6,465	1,580	2,087
Noise-Sensitive Areas	Acres	5,390	7,400	5,700

* Shading indicates the PCA

For both Corridors 6 or 8, the distribution of residential land and the density of residential subdivisions encompassing the full width of the corridor on the Western Shore would make avoidance of residential communities unlikely. A new crossing in Corridors 6 or 8 would be more likely to cause substantial community impacts by bisecting residential areas, disrupting local mobility, and causing other potential impacts to community cohesion compared to Corridor 7.

As noted in **Table 6-5**, Corridor 7 would require a much shorter crossing of the Chesapeake Bay compared to Corridors 6 and 8, which would potentially result in lower impacts to the open water of the Bay and other major waterways. A longer crossing would require greater impervious surfaces, more substantial construction, and a greater overall footprint of area impacted in the Chesapeake Bay and other major water bodies.

Aquatic resources associated with open water such as Essential Fish Habitat (EFH) and oyster resources are more prevalent in Corridors 6 and 8 compared to Corridor 7. EFH and oyster resources encompass the full width of the corridor in some locations, and thus impacts could not be avoided. Further discussion of aquatic resources is included in **DEIS Section 4.4.7.** Tidal wetlands, which include open water of the Chesapeake Bay, are also substantially lower for Corridor 7 compared to Corridors 6 or 8 (see **DEIS Section 4.4.*2***). Overall, the longer crossing is likely to result in greater impact on the Chesapeake Bay and associated aquatic resources compared to Corridor 7.

Impacts to terrestrial resources such as forest and habitat would likely be greatest under Corridor 8, largely due to the length of on-land improvements and the less developed nature of the corridor. Improvements in Corridor 7 could potentially reduce impacts to such resources by expanding the existing US 50/301 corridor. Some resources associated with coastlines such as Chesapeake Bay Critical Areas and 100-year flood plains are somewhat more prevalent in Corridor 7.

Corridor 7 would likely result in additional new capacity to the existing transportation network in relative proximity to the Bay Bridge, which would be more compatible with existing land use patterns and plans compared to Corridor 6 or Corridor 8.

6.2 SUPPLEMENTARY ANALYSIS RESULTS

In consideration of agency and public comments on the DEIS, MDTA has included supplementary analysis on several topics in this FEIS, including traffic, climate change and sea level rise, environmental justice and cultural resources/NHPA Section 106. The supplemental analysis on these topics is more thoroughly detailed in Chapter 3 of this FEIS.

6.2.1 Traffic

Commenters during public and agency review of the DEIS raised three major traffic-related topics, which were discussed in **Section 3.1** of this FEIS. The first two topics dealt with potential impacts to congestion and travel patterns as a result of changes which have occurred since the time the traffic analyses for the DEIS were performed: the COVID-19 pandemic (which began in March 2020) and the commencement of AET at the Bay Bridge (which occurred in the Spring of 2020). The third traffic-related topic addressed the adequacy of traffic volume data which was collected during August 2017 and used in the DEIS analyses.

COVID-19 Pandemic: The COVID-19 pandemic has had an impact on both weekday and weekend travel patterns throughout the nation, including at the Bay Bridge. Traffic volumes at the Bay Bridge dropped substantially during March 2020, as the pandemic's effects began to be felt, and dropped even further in April 2020, following issuance of a statewide Stay at Home order on March 30, 2020. Travel restrictions were eased somewhat in May, with the issuance of a Safer at Home public health advisory which was effective on May 15, 2020, and volumes began to increase. Following the end of most COVID-19 restrictions in Maryland in mid-May 2021, volumes at the Bay Bridge have generally continued to increase. If a Tier 2 NEPA study is performed, the continuing impacts of the pandemic and recovery would be assessed in that study. Updated traffic volume data would be collected and analyzed to establish a then-current baseline and applied in the calibration of an updated travel demand model used to forecast future

traffic volumes. As with this Tier 1 EIS, the updated travel demand model used in Tier 2 NEPA would be based upon the travel demand models in use by regional and State planning agencies at that time.

All-Electronic Tolling (AET): Additional data collection and analysis has been conducted since the DEIS to consider the impacts of AET implementation at the Bay Bridge. The ongoing significant queues observed, even following full implementation of AET, suggest that the technology, by itself, does not eliminate congestion in the eastbound direction. Given the volumes attempting to cross the Bridge during peak periods, the Bridge itself remains a constraint on capacity. By eliminating the need for vehicles to slow or stop to pay their toll, AET can reduce or even eliminate delays and queuing at the Bay Bridge when low to moderate volumes are present; that is, when the capacity of the Bridge does not constrain traffic flow. However, as volumes approach the capacity of the Bridge, queues and delays still occur, even with AET.

Existing Traffic Volumes: Some reviewers of the DEIS criticized the data used to support the traffic analysis. Among these critiques, commenters suggested that only one day of weekend traffic data from August 2017 was collected, that additional traffic data should have been collected, and that the data used in the DEIS were atypically high. To clarify, seven days of data were collected for summer conditions, starting on August 1, 2017, and ending on August 7, 2017. In response to public comments critical of the traffic analysis, traffic data for the Bay Bridge for June through August 2017 was reviewed. This review confirmed that weekly volumes were relatively consistent throughout the summer of 2017. Total volume during the week of 8/1/17 through 8/7/17 was slightly higher than the average weekly volume of the June through August period, but still representative of that time period and not abnormally high. This variation from the average weekly volume is well within a range typically accepted in traffic engineering analyses. For example, in its "VISSIM Modeling Guidance" (August 2017), MDOT SHA requires that "The volume calibrations should not exceed 10% of the count traffic volume…" (page 14). The 2.29 percent difference noted in **Table 3-2** and **Figure 3-2** is well within this range. The volumes used appropriately represent existing conditions, and the analyses appropriately reflect existing conditions.

6.2.2 Climate Change and Sea Level Rise

Additional analysis was conducted as detailed in **Section 3.2** to discuss the effects of climate change and sea level rise. Topics covered under this analysis included greenhouse gas (GHG) emissions, sea level rise vulnerability, and climate change resiliency. The results are summarized below.

Greenhouse Gas (GHG) emissions: A broad-scale, qualitative assessment of potential GHG emissions impacts was included in this FEIS. The discussion in **Section 3.2.1** identified transportation factors that could produce either an increase or a decrease in GHG emissions. Since there are factors that could influence emissions in both directions, the resulting net increase or decrease in GHG emissions cannot be definitively determined at this time. To perform a GHG analysis, affected road networks would need to be identified and traffic characteristics for those networks would be required, such as VMT and vehicle mix. Under both the No-Build and CARA, VMT in the region is expected to increase between 2015 and 2040, the current projected design year; it is likely that GHG emissions will also increase between 2015 and 2040. Additionally, because the projected increase in truck volumes within Corridor 7 is slightly higher than the projected increase in Corridors 6 and 8, it is possible that Corridor 7 could result in greater vehicle emissions than Corridors 6 and 8. Alternately, when traffic speeds and flow are optimized, less idling occurs; thereby reducing excessive emissions, including GHGs. Since Corridor 7 would result in the best congestion relief at the existing crossing location, with less queuing and idling, it would likely result in

lower GHG emissions from queuing than Corridors 6 and 8. Under a Build Alternative, more efficient vehicles along with reduced congestion could offset some GHG emissions from the transportation network.

Sea Level Rise Vulnerability: MDTA has utilized the MDOT SHA Climate Change Vulnerability application as a tool to aid in identifying sea level change and the predicted effects on roads and roadway infrastructure in Maryland. The geospatial application provides a means of visually depicting the extent of flooding and roadway inundation based on projected storm event scenarios for the years 2050 and 2100. Large portions of the study areas associated with all three CARA would be subjected to extensive inundation under both the 50- and 100-year events projected for 2050 and 2100. Because a proposed Bay crossing structure is expected to be in service for decades, MDTA will consider the potential range of future impacts into the design, maintenance, and construction of a new crossing. A future Tier 2 study would include more detailed assessment of sea level rise in the design, engineering, and comparison of alternatives. This would include an evaluation of opportunities to reduce risk and vulnerability to inundation.

Climate Change Resiliency: Climate change presents a growing risk to the reliability, sustainability, and safety of transportation infrastructure. Building resilience into the planning process will aid in recovery from increased hazardous weather events associated with climate change as climate related disruptions may lead to increased and cascading commuter delays, emergency system failures, and economic impacts. Given the coastal locations of the three CARA, construction within areas most susceptible to the effects of climate change would be unavoidable. Generally, the potential sea level rise and climate change resiliency evaluation presented here has not resulted in the identification any substantial new distinguishing factors among the CARA that would influence the identification of Corridor 7 as the PCA. A more detailed analysis of opportunities to incorporate resiliency into the selected alternative would be undertaken in a potential future Tier 2 analysis.

6.2.3 Environmental Justice

In accordance with EOs 12898 and 14008 and applicable USDOT and FHWA EJ orders, an EJ analysis was performed for the Tier 1 Draft EIS to identify potential EJ populations in the socioeconomic study area. Following comments received on the Tier 1 Draft EIS, a query of EPA's EJSCREEN tool was performed to supplement the EJ analysis and help identify potential EJ communities in the Tier 1 socioeconomic study area. The analysis was used to identify Census block groups in the Tier 1 Draft EIS socioeconomic study area that exceed the 80th national percentile for the following EJ Indexes:

- $PM_{2.5}$
- Ozone
- National-Scale Air Toxics Assessment (NATA) Diesel Particulate Matter (PM)
- NATA Air Toxics Cancer Risk
- NATA Respiratory Hazard Index
- Traffic Proximity and Volume

The EJSCREEN query identified 7 block groups in the Tier 1 socioeconomic study area that exceed the 80th or 90th national percentiles for one or more of the EJ Indexes listed above. All the block groups identified are located near the western end of Corridor 7; however, none are located within any of the CARA. MDTA would further evaluate the areas identified as potential EJ communities in a future Tier 2 study.

6.2.4 Section 106

Section 106 consultation continued in conjunction with the public availability of the Tier 1 DEIS in February 2021. MDTA distributed the Tier 1 DEIS and the final Cultural Resources Technical Report to consulting parties via email links. The DEIS included the identification of the MDTA-RPCA (Corridor 7). Consulting parties were invited to comment on the document in numerous ways that included submitting an email to info@baycrossingstudy.com; visiting the project website and leaving a comment through the online comment form; sending a letter to the MDTA; through private testimony which was available via voicemail during all testimony sessions; and through live public testimony at one of the six testimony sessions.

MD SHPO responded to the DEIS in May 2021 and acknowledged that their comments provided in August 2020 had been incorporated into the final technical report and DEIS. The following consulting parties provided comments on the DEIS: Queen Anne's County, who did not provide comments related to Section 106, and the Kent Conservation and Preservation Alliance, who expressed general concern for the impact to cultural and historic resources. These comments have been considered in the FEIS and ROD.

6.2.5 Conclusion

The supplementary analysis presented in this FEIS has not brought to light information that would change the identification of Corridor 7 as the PCA. The updated traffic analysis showed that the overall results of the traffic analysis and underlying assumptions are still valid, and that changes occurring during the Study such as COVID-19 and implementation of AET at the Bay Bridge have not undermined the need for the Study. The assessment of climate change and sea level rise identified multiple factors related to both increases and decreases in GHG emissions, and potential sea level rise vulnerabilities that would be assessed further in a future Tier 2 study. The EJ analysis identified populations near Corridor 7 that would be given additional consideration if potential impacts in that vicinity are identified in Tier 2 for potential EJ concerns, but no additional populations were identified within any of the CARA. The Section 106 update reflects the Study's continued advancement through the Section 106 consultation process in conjunction with the NEPA study.

6.3 PUBLIC AND AGENCY COMMENTS ANALYSIS

MDTA received 861 comments during the DEIS comment period, including public testimony, written comments, and electronic submissions. Federal, state, and local agencies also provided comments on the DEIS. Generally, comments received have not brought to light new substantive information or major concerns that would affect the validity of the DEIS findings or the decision to choose Corridor Alternative 7 as the PCA.

Public comments emphasized themes such as the need for traffic congestion relief, especially during peak summer travel times. The comments also identified questions about the basis for future travel projections, and whether recent mobility changes as a result of the COVID-19 pandemic should result in a reassessment of the project Purpose and Need. Commenters also raised concerns over the potential for additional capacity to impact local roadways in the vicinity of the Bay Bridge, and concerns for land use change and environmental impacts.

Most agencies did not object to identifying Corridor 7 as the MDTA-RPCA. Anne Arundel County provided comments stating their opinion that the Study is flawed and does not justify its purpose or the need for a new crossing. Their argument cited concerns with traffic assumptions, purpose and need, environmental impacts, and stakeholder involvement. However, in September 2021, Anne Arundel County approved a resolution in support of improvements within Corridor 7 and continuing study in Tier 2. Queen Anne's County approved a similar resolution.

Other agency comments were generally in agreement with the findings of the DEIS and the MDTA-RPCA. Agencies expressed a desire to continue to participate in a future Tier 2 study and provided input and recommendations for Tier 2 concerns, such as detailed impact analysis, mitigation, and other future study considerations. As of October 2021, all BCS cooperating agencies have provided concurrence or no objection to the identification of Corridor 7 as the PCA.

6.4 CONCLUSIONS

MDTA has identified Corridor 7 as the PCA. The analysis presented in the DEIS, considered along with agency and public comments on the DEIS and supplementary information presented in the FEIS indicate that Corridor 7 would have substantial advantages over other CARA, Corridors 6 and 8. Major conclusions of the Study include:

- Additional transportation capacity in Corridor 7 would provide the greatest traffic relief at the Bay Bridge and thus have a greater ability to meet the Purpose and Need.
- Additional capacity in Corridor 7 would divert substantially more traffic away from the Bay Bridge lanes in terms of total vehicles per day on both summer weekends and non-summer weekdays.
- Additional transportation capacity in Corridor 7 would result in greater peak-hour congestion relief on the Bay Bridge lanes compared to an equivalent number of lanes in Corridors 6 or 8.
- Corridor 7 would likely be the least costly of the three CARA because of the ability to utilize existing roadway infrastructure on US 50/301 and the shorter length of crossing over the Chesapeake Bay.
- Corridor 7 would potentially have lower overall environmental impacts due to the shorter Chesapeake Bay crossing length and ability to utilize existing on-land roadway infrastructure along US 50/301. Corridors 6 and 8 would require longer crossings and more roadway infrastructure along a new alignment, likely resulting in greater impacts to sensitive environmental resources in and around the Chesapeake Bay.
- Corridors 6 and 8 would likely cause substantial indirect effects from new connectivity between rural lands on the Eastern Shore and employment centers such as Baltimore and

Washington, DC on the Western Shore. Corridors 6 and 8 could lead to substantial pressure for new residential development, especially on the Eastern Shore, with corresponding impacts to farmland and natural resources. Corridor 7 would have some indirect effects, but they would be more consistent with existing land use patterns and plans.

- Supplementary information developed for the FEIS, including discussion of traffic, climate change and sea level rise, environmental justice, and Section 106, have not brought to light new information that would alter MDTA's decision to identify Corridor 7 as the PCA.
- Federal, state, and local agency comments on the DEIS have not brought to light new substantive information or major concerns that would affect the validity of the DEIS findings or the decision to choose Corridor Alternative 7 as the PCA.

7 RECORD OF DECISION

This Record of Decision (ROD) documents the Federal Highway Administration (FHWA) decision regarding the Bay Crossing Study (BCS): Tier 1 National Environmental Policy Act (NEPA). In making its decision, FHWA considered the information and analysis included in the Tier 1 Draft Environmental Impact Statement (DEIS), all supporting technical reports and public and agency comments and the supplemental information and analysis provided in the Final Environmental Impact Statement (FEIS).

Corridor 7 was identified as the Maryland Transportation Authority-Recommended Preferred Corridor Alternative (MDTA-RPCA) in the DEIS that was made available for public review and comment through the project website (www.baycrossingstudy.com). The public was able to view and comment on the DEIS for a period of 84 days, from February 23 through May 17, 2021. The DEIS Notice of Availability was published in the Federal Register on March 5, 2021. MDTA began the DEIS Public Hearing Virtual Information Room on February 23, 2021 and held live testimony sessions beginning on April 14, 2021. In-person testimony sessions were held on April 21 and 22, 2021.

The Tier 1 NEPA Study represents the MDTA's first step in a two-tiered NEPA approach and includes a high-level review of cost, engineering, and environmental data. The DEIS and FEIS have defined existing and future transportation conditions and needs at the William Preston Lane, Jr. Memorial (Bay) Bridge, identified broad corridor alternatives (including a "No-Build" alternative), documented the corridor alternative screening process, identified the most reasonable Corridor Alternatives Retained for Analysis (CARA), evaluated potential environmental impacts of the CARA, and identified a Preferred Corridor Alternative (PCA). This ROD concludes the Tier 1 NEPA process by formally selecting Corridor 7 as the Selected Corridor Alternative (SCA) that would advance into a potential future Tier 2 NEPA study.

MDTA requested cooperating agency concurrence and participating agency comments on Corridor 7 as the PCA in accordance with the BCS Coordination Plan. Concurrence or no objection from all BCS cooperating agencies was received as of October 2021. **Appendix D** includes all agency correspondence since the release of the DEIS.

A combined FEIS and ROD document (per 23 USC §139(n), 23 CFR 771.124) does not have a comment period or a 30-day waiting period because these documents are published as a single document. The US Environmental Protection Agency (USEPA) publishes a Notice of Availability (NOA) in the Federal Register for combined FEIS/ROD documents.

7.1 ALTERNATIVES CONSIDERED

This section provides a brief overview of the alternatives considered for the Bay Crossing Study EIS that led to the selection of Corridor 7.

Three categories of alternatives were evaluated for the Bay Crossing Study: the No-Build Alternative, Modal and Operational Alternatives (MOAs), and Corridor Alternatives.

The No-Build Alternative included existing infrastructure, planned future improvements, and regular maintenance of the Bay Bridge.

The MOA evaluated include:

- **Transportation Systems Management / Travel Demand Management (TSM/TDM)** – infrastructure and operational changes to improve the function of the existing roadway network without adding major new capacity. Improvements evaluated included AET or variable tolling. AET at the Bay Bridge has since been implemented as of Spring 2020.
- **Ferry Service** – one or more sets of ferry terminals to connect the Eastern Shore and the Western Shore. May include roadway improvements to connect terminals to existing roadways.
- **Bus Rapid Transit (BRT)** – a high-quality, bus-based transit system that would use the existing Bay Bridge or a new crossing.
- **Rail Transit** – rail service providing passenger service that would use a new Bay crossing.

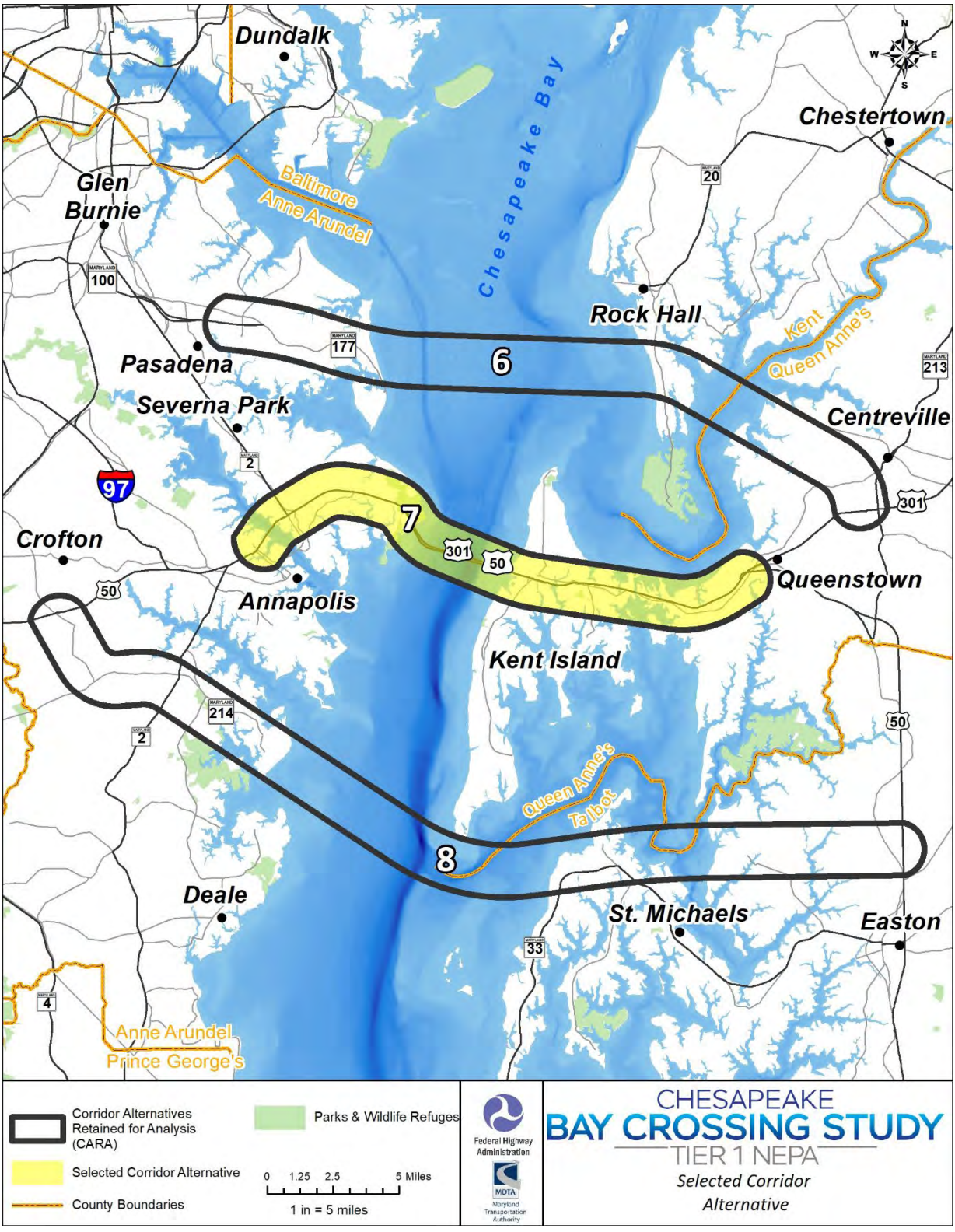
An examination of these MOAs determined that they would not meet the Purpose and Need as stand-alone alternatives because they would not: provide adequate capacity to relieve congestion at the existing Bay Bridge, provide dependable and reliable travel times, or provide flexibility to support maintenance and incident management at the existing bridge. Therefore, all MOAs were eliminated from further consideration as stand-alone alternatives. However, three of the MOAs (TSM/TDM, BRT, and Ferry Service) would be evaluated further in combination with other alternatives within the Tier 1 SCA (Corridor 7) in a potential future Tier 2 study.

Fourteen Corridor Alternatives were developed to include potential Chesapeake Bay crossing locations and the approach roadways that would tie into the existing roadway network.

A screening process was used to compare the 14 Corridor Alternatives based on the ability to meet the Purpose and Need, along with environmental considerations, and cost and financial considerations, as detailed in **DEIS Section 3.2**. The screening resulted in the identification of three CARA. The screening results showed that Corridors 6, 7, and 8 have a greater ability to meet the project Purpose and Need than all the other Corridor Alternatives. The No-Build Alternative was retained throughout the Tier 1 NEPA process.

The CARA were then further analyzed and evaluated to identify a single MDTA-RPCA in the DEIS (Corridor 7) (see **Figure 7-1**). The DEIS included a high-level analysis of environmental impacts, traffic metrics, and consideration of public and agency input.

Figure 7-1: Selected Corridor Alternative



7.2 SELECTED CORRIDOR ALTERNATIVE

Corridor 7 consists of a two-mile wide corridor that follows the existing Bay Bridge road network along US 50/301 from west of the Severn River on the Western Shore to the US 50/301 split on the Eastern Shore. Corridor 7 includes the location of the existing Bay Bridge. The location of the SCA (Corridor 7) is shown in **Figure 7-1**.

7.2.1 Basis of Decision

In consideration of the analysis presented in the DEIS, FEIS and substantive agency and public comments, FHWA selects Corridor 7, the previously identified PCA. This section discusses the basis for this decision.

Analysis of traffic, engineering, cost, and environmental considerations indicate that the Selected Corridor Alternative, Corridor 7, would have substantial advantages over the other CARA, Corridors 6 and 8. Major conclusions of this analysis include:

- Additional transportation capacity in the SCA would provide the greatest traffic relief at the Bay Bridge and thus have a greater ability to meet the Tier 1 DEIS Purpose and Need.
- Additional capacity in the SCA would divert substantially more traffic away from the Bay Bridge lanes in terms of total vehicles per day (vpd) on both summer weekends and non-summer weekdays.
- Additional transportation capacity in the SCA would result in greater peak-hour congestion relief on the Bay Bridge lanes compared to an equivalent number of lanes in Corridors 6 or 8.
- The SCA would likely be the least costly of the three CARA because of the ability to utilize existing roadway infrastructure on US 50/301 and the shorter length of crossing over the Chesapeake Bay.
- The SCA would potentially have lower overall environmental impacts due to the shorter Chesapeake Bay crossing length and ability to utilize existing on-land roadway infrastructure along US 50/301. Corridors 6 and 8 would require longer crossings and more roadway infrastructure along a new alignment, likely resulting in greater impacts to sensitive environmental resources in and around the Chesapeake Bay.
- Corridors 6 and 8 would likely cause substantially more indirect effects from new connectivity between rural lands on the Eastern Shore and employment centers such as Baltimore and Washington, DC. Corridors 6 and 8 could lead to substantial pressure for new residential development, especially on the Eastern Shore, with corresponding impacts to farmland and natural resources. The SCA would have some indirect effects, but they would be more consistent with existing land use patterns and plans.

MDTA received 861 public comments during the DEIS comment period, including public testimony, written comments, and electronic submissions. Federal, state, and local agencies also provided comments on the DEIS. Public comments emphasized themes such as the need for traffic congestion relief, especially during peak summer travel times. Other commenters raised concerns over the potential for additional capacity to impact local roadways in the vicinity of the Bay Bridge, and concerns for land use change and environmental impacts.

Most agencies did not object to identifying Corridor 7 as the MDTA-RPCA. One local government participating agency, Anne Arundel County, provided comments stating their opinion that the Study is flawed. Other agency comments were generally in agreement with the findings of the DEIS and identification of the MDTA-RPCA. Agencies expressed a desire to continue to participate in a potential future Tier 2 study and provided input and recommendations for Tier 2 concerns, such as detailed impact analysis, mitigation, and other future study considerations. All cooperating agencies provided concurrence or no objection on the PCA as of October 2021.

Comments received throughout this Tier 1 Study, including during the DEIS comment period, have not brought to light new substantive information or major concerns that would affect the validity of the DEIS findings or the decision to select Corridor 7. **FEIS Chapters 4** and **Chapter 5** include more detailed summaries of public and agency comments. The full list of comments and responses is included in **Appendix A** (public comments) and **Appendix B** (agency comments).

7.2.2 Environmentally Preferable Alternative

Council on Environmental Quality (CEQ) regulations at 40 CFR 1505.2 (a)(2) require that in a ROD, FHWA shall "*Identify alternatives considered by the agency in reaching its decision, specifying the alternative or alternatives considered environmentally preferable. An agency may discuss preferences among alternatives based on relevant factors including economic and technical considerations and agency statutory missions. An agency shall identify and discuss all such factors, including any essential considerations of national policy, that the agency balanced in making its decision and state how those considerations entered into its decision*."

MDTA has evaluated a range of alternatives in the Bay Crossing Study as outlined in **Section 7.1.** FHWA has determined that the SCA is the environmentally preferable alternative based on the information included in the DEIS and FEIS and summarized in the bullets below.

- The existing US 50/301 infrastructure within Corridor 7 could potentially facilitate a future Tier 2 alternative with lower overall community impacts relative to the other CARA. While Corridor 7 has a greater presence of businesses and community facilities, a future Tier 2 alternative that expands capacity along existing roadways in Corridor 7 could minimize impacts to community cohesion and local mobility, and reduce the potential disruption caused from bisecting residential neighborhoods relative to Corridors 6 or 8. Much of the land adjacent to the existing US 50/301 roadway is developed, so utilizing this infrastructure potentially minimizes overall impacts to on-land natural resources.

- Corridor 7 would require a much shorter crossing of the Chesapeake Bay compared to Corridors 6 and 8, which could result in lower potential impacts to open water of the Bay and other major waterways. Aquatic resources associated with open water such as essential fish habitat (EFH), tidal wetlands, and oyster resources are more prevalent in Corridors 6 and 8 compared to Corridor 7.

- Corridor 7 would likely result in additional new capacity to the existing transportation network in relative proximity to the Bay Bridge, which would be more compatible with existing land use patterns and plans compared to Corridor 6 or Corridor 8. This would likely result in lower indirect effects from land use development.

7.2.3 All Practicable Means to Avoid or Minimize Environmental Harm

CEQ regulations at 40 CFR 1505.2 (a)(3) require that in the ROD, FHWA shall "*State whether the agency has adopted all practicable means to avoid or minimize environmental harm from the alternative selected, and if not, why the agency did not. The agency shall adopt and summarize, where applicable, a monitoring and enforcement program for any enforceable mitigation requirements or commitments*."

In selecting Corridor 7, FHWA has considered the broad-scale potential for environmental impacts from a new crossing in each of the Corridor Alternatives. The DEIS provides discussion of the presence and distribution of environmental resources within the corridors and, where possible, discussions of the potential for avoidance of those resources. Resources which have no potential for avoidance, such as those that cross the full width of a corridor, were given particular attention and considered throughout the alternatives evaluation.

Because of the broad scale nature of the Tier 1 evaluation and corridors evaluated in this Tier 1 Study, specific avoidance, minimization and mitigation measures relating to individual resources are not applicable. A potential future Tier 2 NEPA study would consider alternatives within the Tier 1 Selected Corridor at a level of detail that would allow for consideration of all practicable means to avoid or minimize environmental harm from Tier 2 alternatives. MDTA and FHWA would continue to coordinate with the public and agencies to ensure all practicable means to avoid or minimize environmental harm are considered in a future Tier 2 NEPA study and during a future permitting phase. It is anticipated that MDTA would be the responsible party for monitoring and ensuring the implementation of all permitting requirements and associated mitigation to be determined during the potential future Tier 2 study.

7.3 PUBLIC AND AGENCY OUTREACH

MDTA has conducted an extensive public outreach campaign throughout the Tier 1 NEPA study to ensure public and agency input has been considered throughout the process. MDTA has posted updates, documentation, and public comments received to the BCS website throughout the Study (www.baycrossingstudy.com). Public comment opportunities have included:

- **November 2017** – An online Scoping Meeting was held to seek input on the project scope and Purpose and Need.
- **Spring 2018** – Open House meetings were held at six locations to present and solicit comments on the Purpose and Need, the environmental review process, corridor development, and screening process.
- **Fall 2019** – Open house meetings were held at seven locations to present the range of alternatives considered, the screening analysis and results, and the preliminary CARA.

- **Winter/Spring 2021** – The DEIS was made available to view and comment on the document for a period of 84 days, from February 23 through May 17, 2021. A virtual information room and six public testimony sessions (including virtual and in-person) were held.

A comprehensive agency coordination program was implemented throughout the Bay Crossing Study from project initiation through the Tier 1 DEIS and FEIS development. As summarized in the DEIS, interaction with the agencies was guided by an Agency Coordination Plan, which was made available on the BCS website. The plan included a general study and coordination schedule and identified Cooperating, Participating, and Notified agencies/stakeholders. Interagency Coordination Meetings (ICMs) were held by MDTA to present and discuss information, and to seek feedback on the Study process, methodologies, and results of major findings at Study milestones with Cooperating and Participating Agencies. In addition, the BCS team asked Cooperating and Participating Agencies with specific expertise or regulatory authority to review and provide comments on Technical Reports used to inform the DEIS. Cooperating Agencies were requested to provide concurrence at key project milestones throughout the Study. As outlined in the coordination plan, concurrence was received on the Study schedule and guiding principles for the agency coordination process in February 2018. In July 2018, the Cooperating Agencies concurred on the Purpose and Need statement. In February 2020, the Cooperating Agencies concurred on the identification of the CARA. Concurrence or no objection from all BCS cooperating agencies was received as of October 2021 on Corridor 7 as the PCA.

7.4 COMMITMENTS AND NEXT STEPS

This ROD concludes the Tier 1 Phase of this Study. The intent of the Tier 1 Phase has been to identify a potential corridor location for a future crossing of the Bay. The specific alignment of a potential new crossing has not been defined in Tier 1. Additionally, the type of crossing, such as a bridge or bridge-tunnel, has not been evaluated or identified in Tier 1. A Tier 2 study would evaluate options such as a bridge, a bridge-tunnel, or replacement of the existing Bay Bridge. Following issuance of this ROD, the MDTA may advance a Tier 2, project-level NEPA study. In comparison to the more general Tier 1 analyses, a potential future Tier 2 NEPA study would result in decisions made on a project-level (site-specific) analysis, through evaluation of specific alignments within the Tier 1 SCA. The potential future Tier 2 analysis would include detailed engineering design of alternative alignments and the assessment of potential environmental impacts associated with those alignments. Consistent with NEPA's requirements, agency and public involvement would be an essential part of the Tier 2 NEPA study. Analysis and data used to compare alternatives and determine impacts would be updated for a Tier 2 study, such as traffic data and existing environmental conditions, to reflect the most recent available information at the time of the study.

Specific activities for a potential future Tier 2 study would include the elements listed below. This list is not exhaustive but presents a selection of some main components of a potential future Tier 2 study.

- Refinement of Purpose and Need to reflect project-level issues;
- Updated traffic analysis to reflect current conditions at the time of a Tier 2 study;
- Identification of alignments within the Tier 1 SCA;
- More detailed engineering of alternatives, evaluation of crossing types, and specific assessment of potential environmental impacts;

- Consideration of MOA in combination with a new crossing and/or other MOA within the SCA;
- Public and cooperating agency involvement and response to Tier 2 DEIS comments;
- Continued consideration of the No-Build Alternative;
- Selection of a Preferred Alignment within the Preferred Corridor;
- Identification of appropriate mitigation measures;
- Evaluation and coordination of permitting requirements for natural resources compliance including Section 404 of the CWA, floodplains, ESA Section 7, forest, Coastal Zone Management Act, Chesapeake Bay Critical Areas, and others;
- Preparation of a Tier 2 EIS, and;
- Completion of a Tier 2 ROD.

In a potential future Tier 2 NEPA study, avoidance and minimization measures would be considered and recommended; the potential for unavoidable adverse direct, indirect and cumulative impacts would be documented; and appropriate permitting and mitigation measures for any unavoidable impacts identified. Results of the analyses conducted during Tier 2 would inform decisions regarding engineering for a specific crossing and supporting transportation network, cost considerations, and mitigation. Final project design and construction would follow final agency decisions based on completion of Tier 2 NEPA Study documents. Examples of regulatory activities resulting from the Tier 2 NEPA study may include Section 4(f) resource avoidance (to the extent such resources are involved); continued Section 106 consultation and execution of a Memorandum of Agreement or Programmatic Agreement to address adverse effects to historic properties, if necessary; and other specific permitting decisions for applicable water, threatened and endangered species, and other natural resources matters.

A future Tier 2 NEPA study would include an evaluation, as appropriate, of the use of properties subject to protection by Section 4(f). If a Tier 2 alternative would require the use of Section 4(f) property, the Tier 2 study would include evaluation of feasible and prudent avoidance alternatives and incorporate all possible planning to minimize harm to Section 4(f) properties.

Identification of historic properties and Section 106 consultation would resume during the potential future Tier 2 study. Section 106 consultation would continue with refining the Tier 2 Area of Potential Effects (APEs) based on the Tier 1 SCA, Corridor 7, in consultation with MD SHPO and the other consulting parties. For more detailed information about the recommendations for continuation of the Section 106 process in Tier 2, refer to **Chapter 8.3** of the ***Cultural Resources Technical Report***.

Impacts to jurisdictional waters of the US (WOTUS) would require coordination with the US Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE) and are authorized under the Joint Permit Application (JPA) or Individual Permit process, depending on the level of jurisdictional impact. Impacts to the jurisdictional, non-tidal 100-year Federal Emergency Management Agency (FEMA) floodplain are authorized by the Maryland Department of the Environment (MDE) via the JPA process.

Impacts to lands within 1,000 feet of the mean high water line of tidal waters of the Chesapeake Bay and its tributaries require authorization from the Critical Area Commission.

Coordination with the Maryland Department of Natural Resources (MDNR) and county planning agencies would be required during a Tier 2 NEPA study to evaluate potential impacts to forested areas and forest interior dwelling species (FIDS) habitat. Submerged aquatic vegetation (SAV) and oyster resources and

regulated by MDNR but are also classified as Special Aquatic Sites and regulated by MDE and USACE under Section 404 of the Clean Water Act (CWA).

Coordination with the US Fish and Wildlife Service (USFWS) would be required for any potential effects on listed endangered or threatened species in accordance with Section 7 of the Endangered Species Act (ESA). Coordination with the Chesapeake Bay Oyster Alliance, MDNR, the Virginia Marine Resources Commission, USACE, USFWS, and the National Oceanic and Atmospheric Administration, among others, may be required during a Tier 2 NEPA study to evaluate potential aquatic resource impacts.

APPENDIX A: DEIS COMMENTS AND RESPONSES

The Draft Environmental Impact Statement (DEIS) was made available for public comment for a period of 84 days, from February 23 through May 17, 2021. The Maryland Transportation Authority (MDTA) afforded the public several options to comment on the document including the Bay Crossing Study (BCS) website, email, letter, in-person and call-in Public Hearing testimony sessions, and via the Governor's website. MDTA implemented a robust program of virtual public involvement (in addition to in-person) to ensure to ensure that public engagement continued through the COVID-19 pandemic and ensure safe, convenient opportunities to review and comment on the DEIS. A total of 861 public comments were received.

This appendix includes all comments received during the DEIS comment period, along with summaries and responses categorized by topic area. A general comment response is included, which applies to all comments received on the BCS DEIS.

Table A-1 and **Table A-2** include lists of comments received from elected officials and public commenters, in alphabetical order by name. Each comment is assigned one or more comment topic areas and a comment number. The reader may refer to the comment topic area to locate a summary and response provided below and use the comment number to locate the full text of the comment in **Table A-3**. Comments provided as letters are included at the end of this appendix.

Table A-1: Comments from Elected Officials

Organization	Comment Topic Area	Comment #
Anne Arundel County (Pittman, Steuart)	C F2 F3 F7 G1 J	604
Anne Arundel County Council (Schulze, Kaley)	B C F3 F5 G10	696
Commissioners of St Michaels (Harrod, Joyce)	E4 E5 G1	308
County Council of Talbot County (Callahan, Chuck)	E4 F1 F2 G1 G7 G12	102

Table A-2: Public Comments Index and Categorization

Last Name, First Name (Organization)	Comment Topic Area	Comment #
Abercrombie, Lori	E5	1
Aid, Gary	E1 E6 F3	2
Airel, Kathy	D2 E6 F1 F3 F5	3, 4
Alessi, Deanna	D1 E6 F4	5
Alexopulos, Christopher	E5 H1	6
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Comments received during the Bay Crossing Study comment period were categorized into topic areas. For each topic area, a brief summary was prepared that describes the comments and concerns included. A comment response for each topic area follows the comment summary. A general comment response has been included below, which clarifies issues frequently mentioned in comments covering multiple topic areas. Many of the themes covered in this general response are applicable to the more specific comment topic areas following the general response.

GENERAL COMMENT RESPONSE

The Bay Crossing Study Tier 1 DEIS focused on the planning-level considerations regarding a recommendation for a potential new Chesapeake Bay crossing. For a planning study of this nature, which covers an extensive geographic area for a potential future action that has yet to be defined with specificity, the White House Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) regulations provide for an analytical framework called "tiering." Because the BCS considered conceptual crossing locations throughout the entirety of the Chesapeake Bay in Maryland, extending over 100 miles north to south, a tiered environmental review was determined to be the most appropriate level of analysis. While the ultimate decision derived from this Tier 1 phase will identify the location for potential new crossing infrastructure, pursuant to CEQ regulations, the No-Build Alternative must be considered in any future Tier 2 study. A Tier 2 study would also reflect specific details of alternatives for a potential new crossing, such as lane and crossing configurations, pedestrian and transit access, and other considerations.

To meet NEPA's requirements to consider a range of reasonable alternatives, the Tier 1 Study first identified a wide range of potential corridors and then screened those options into corridors retained for detailed analysis in the DEIS. In addition, the Tier 1 Study considered standalone transit and other Modal and Operational Alternatives (MOA). Once the initial alternatives screening process was complete, the DEIS documented a comparative analysis of the full spectrum of existing environmental and socio-economic conditions based on the various resources present in each corridor. Based on the results of that analysis, plus full consideration of all public and federal, state, and local agency comments, the Tier 1

Study results in the selection of a corridor alternative. A Record of Decision (ROD) concludes the first "tier" of the two-tiered environmental impact assessment being followed for the Bay Crossing Study.

For a potential Tier 2 study, MDTA would develop alignments, interchange locations and other necessary engineering details within the selected corridor to compare alternatives and identify the specific environmental impacts of a new crossing, as well as potential mitigation measures, at the level of detail included in a project-level Environmental Impact Statement (EIS). A Tier 2 study would weigh the potential benefits of a new crossing with the potential for adverse environmental impacts.

Many comments received during the Tier 1 Study process raised questions or concerns regarding specific details of a potential crossing, the impacts of such a crossing, and how a new crossing could affect existing transportation infrastructure. These are clearly important issues to be addressed if or when MDTA proposes to advance a new Chesapeake Bay crossing project. At this stage of the planning process, however, that decision has not been made. MDTA has not determined details such as whether a new crossing would replace the existing Bay Bridge, would involve construction of a parallel crossing (commonly referred to by commenters as a "third span") or what type of crossing would be constructed (such as a bridge or bridge-tunnel). Therefore, the Tier 1 Study generally provides a higher-level impacts analysis focused on an extensive inventory of key resources present in the corridor alternatives , as well as detailed consideration of traffic performance and congestion at the existing Bay crossing resulting from the potential development of a new crossing in each of the corridors. This information provides a comprehensive picture of the key issues relevant to making a planning-level decision for a future crossing project.

The numerous comments requesting specific information concerning a new crossing and the potential engineering decisions related to such a new crossing, such as whether the existing Bay Bridge would be replaced or expanded, how a new crossing would impact current roadways, or if specific resources would be impacted by such a crossing, are not amenable to detailed responses at this time. The Tier 2 study would comply with all of NEPA's requirements and would provide the public the full opportunity to understand and comment on alternative courses of action, and the potential impacts of those alternatives. For example, the No-Build Alternative would be retained throughout a potential future Tier 2 process and considered in comparison to the potential impacts of new crossing infrastructure. A potential future Tier 2 study would also include consideration of MOA in combination with other build alternatives. Potential build alternatives included in a Tier 2 EIS would be evaluated for detailed environmental impacts, with a specific limit of disturbance developed for each alternative. All categories of environmental resources considered in this Tier 1 EIS would be evaluated with much greater specificity in a potential Tier 2 study based on proposed alignments, replacing or adding to existing infrastructure, and proposed engineering for a new crossing. Based on these crucial details, the agency would perform assessments of existing environmental conditions in the potentially impacted areas that would include field delineation of wetlands; surveys of existing land uses and community resources; cultural resources surveys; evaluation of critical habitat and rare, threatened and endangered species; detailed noise and air quality assessments, and other detailed studies of existing conditions and impacts. A Tier 2 study would also include evaluation of potential traffic impacts to local roadways in the vicinity of new crossing infrastructure.

A Tier 2 study would also include coordination with agencies such as the Maryland Department of Natural Resources (MDNR), the US Army Corps of Engineers (USACE), the Maryland Department of the

Environment (MDE), the Maryland Historical Trust (MHT), US Fish and Wildlife Service (USFWS), Critical Areas Commission (CAC), National Marine Fisheries Service (NMFS), agencies with jurisdiction over parks and recreational facilities, and others, as appropriate, to ensure compliance with all relevant environmental statutes. Coordination with the resource agencies would also ensure avoidance and minimization strategies are maximized and mitigation measures are implemented for unavoidable jurisdictional environmental impacts, as required. MDTA would continue to incorporate environmental stewardship into its decision-making process throughout the potential future phases of the Bay Crossing Study.

Public input would be incorporated throughout a Tier 2 study, during scoping and alternatives development through the publication of Draft and Final EIS documents and a Tier 2 ROD.

A. General Support

Comment Summary

A total of 23, or three percent of comments, were included in this category. Category A – General Support includes commenters who expressed support for the project that was not specific to any corridor. Commenters expressed a sense of urgency to solve congestion problems at the Bay Bridge, encouraging MDTA to move forward quickly with resolving the problems.

Commenters living in proximity to the Bay Bridge vicinity noted problems with traffic congestion impacting local roadways affecting local mobility in their community, slowing emergency responses, and disrupting commutes and other activities. Other commenters noted difficulties and unpredictability in crossing the Bay Bridge for summer recreational travel.

Commenters mentioned bridge closures and construction as particular sources of congestion problems. Some commenters expressed frustration at the perception that a new crossing should have been built already, and that the problem will continue to get worse as studies continue.

Comment Response

MDTA appreciates the magnitude of the problem faced by travelers affected by Bay Bridge congestion. Over the years, the MDTA has studied many issues affecting the Bay Bridge US 50/301, including transportation and safety needs, current and future bridge maintenance and costs and other transportation modes such as transit and ferry service. These studies are available on the BCS Website (https://baycrossingstudy.com/project-overview/related-studies). While previous studies have been conducted, an EIS has not been prepared, which is a Federal requirement under NEPA and the first step of the two-tiered NEPA process being conducted. While additional study under Tier 2 will be required, the BCS is an essential step forward toward building a new Bay crossing and addressing the documented problems at the Bay Bridge.

B. General Opposition

Comment Summary

A total of 67, or eight percent of comments, were included in this category. Comments in this category expressed general opposition to the Study, opposition to a new crossing, or support for the No-Build. Comments expressing opposition to a specific corridor are included in Category D.1 (Corridors 1-5 and 9-14) or Category E (Corridors 6, 7 and 8).

Many commenters expressed concern that the environmental impacts from a new crossing would be too great, specifically noting potential impacts related to air quality, noise, cultural resources, wildlife, habitat, water resources, fisheries, parks, businesses, residences, community facilities, cemeteries, farmland, community character, environmental justice (EJ) populations, climate change, and sprawl development.

Some commenters stated that a new crossing would not be worth the cost, and that the proposed new crossing infrastructure would be too expensive. Some stated a preference to divert taxpayer dollars to other priorities, such as transit, lower impact alternatives, or projects in other areas.

Commenters indicated support for modal and operational alternatives such as transit, transportation systems management/travel demand management (TSM/TDM), and ferries. Commenters indicated that TSM/TDM measures should be used to optimize existing infrastructure before costly and impactful new infrastructure is built. Others noted opposition to automobile-centric infrastructure and its potential role in greenhouse gas (GHG) emissions related to climate change.

Another recurring theme was the potential for induced traffic growth, whereby new roadway infrastructure incentivizes more driving and development, ultimately leading to a growth in traffic. Some perceived that a new crossing would fill up with new traffic in the long term, and thus would not permanently solve the problem of congestion.

Many commenters expressed concerns with the Purpose and Need for the BCS and future traffic projections. Some questioned whether the traffic data used to model future traffic volumes and patterns was accurate, or if changes related to new technologies or post-COVID commuting shifts would reduce future travel demand at the Bay Bridge, rendering a new crossing unnecessary. Others expressed the opinion that problems at the Bay Bridge are only present during peak periods, and that a new crossing is not needed for a problem perceived to be of short duration.

Other commenters expressed concern that a new crossing would create or exacerbate other traffic problems by channeling greater volume of traffic through a new crossing corridor. For example, some perceive that a new crossing would create a new bottleneck or shift the problem elsewhere along the existing regional roadway network, such as US 50 on the Eastern Shore. Some expressed concern that feeder roads and local connections would experience increased traffic if capacity is expanded for a new crossing.

Some commenters objected based on the level of detail included in the DEIS, the tiered process, or other perceived deficiencies in the DEIS.

Comment Response

MDTA recognizes that the Bay Bridge is a critical piece of regional infrastructure, and it is MDTA's responsibility to plan for its future. Congestion at the Bay Bridge is a substantial problem and MDTA is working to ensure it remains functional, safe, and convenient into the future. Funding for a Tier 2 study, which would identify a specific alignment within the selected Corridor Alternative or construction, has not been identified at this time.

MDTA has evaluated potential MOAs in the Bay Crossing Study, including rail transit, bus transit, TSM/TDM, and ferries as potential alternatives to new roadway infrastructure. As standalone alternatives, however, each of these would fail to meet the Study Purpose and Need. A potential future Tier 2 study would include evaluation of MOAs in combination with other alternatives. This evaluation would be conducted within the context of Corridor 7, identified in this Final Environmental Impact Statement (FEIS) as the Preferred Corridor Alternative (PCA).

A potential future Tier 2 study would also include further evaluation of local roadway network connections and traffic issues in the Preferred Corridor Alternative. MDTA anticipates that traffic congestion relief at the Bay Bridge would be beneficial to local connecting roadway networks by reducing cut-through traffic and backups on local roads. MDTA would evaluate traffic conditions on local connecting roadways to ensure new traffic problems are not created by a new crossing. MDTA would consider logical endpoints for any future crossing to ensure it is functional in the absence of other improvements.

The analysis of environmental impacts included in the Tier 1 EIS shows that Corridor 7 would have potentially lower overall environmental impacts compared to other Corridor Alternatives evaluated. A shorter crossing length, potential to utilize existing roadway infrastructure in the corridor, and greater compatibility with existing and planned land uses are several factors identified in the Tier 1 EIS contributing to the potential for lower impacts.

Refer to Category C below for the comment response related to the Study process and Purpose and Need.

C. Study Process and Purpose and Need

Comment Summary

A total of 163, or 19 percent of comments, were included in this category. Commenters expressed criticism that the BCS Purpose and Need was too limited. While many agreed with the goal of relieving congestion at the existing Bay Bridge, numerous commenters stated that alternate goals could have been included in the Purpose and Need, such as economic development, emergency incident evacuations, public safety, national security, or alternative approaches to system redundancy for bridge closures. Many indicated that an alternate Purpose and Need would have led to the identification of a different alternative, and some expressed that the BCS Purpose and Need was unfairly biased towards choosing Corridor 7.

Another recurring theme was the concern that the information included in the Purpose and Need does not justify the need for a new crossing. In particular, commenters suggested that some factors were not considered in the traffic analysis that would affect the need for a new crossing, such as impacts of the

COVID-19 pandemic; future increases in telework and changes in commuting patterns; implementation of all-electronic tolling (AET) at the existing Bay Bridge; regional changes from sea level rise; or new technologies such as autonomous vehicles.

Many commenters disagreed with the tiered study process, and specifically the level of detail used to evaluate alternatives in the Tier 1 Study. Commenters expressed concerns that the level of detail used to compare the alternatives was not sufficient to identify the full environmental impacts or make an informed comparison between the alternatives. Commenters suggested that more detailed environmental impacts would have been a better basis to make a decision. Commenters also suggested that the Tier 1 level of detail led to an over-reliance on traffic data in identifying the MDTA-Recommended Preferred Corridor Alternative (MDTA-RPCA) because of a lack of detailed comparative environmental data. Commenters also suggested that potential impacts to communities in Corridor 7, such as bridge-related traffic problems, construction impacts, and right-of-way impacts, were not adequately accounted for in the identification of the MDTA-RPCA.

Some commenters suggested that the Corridor Alternatives should have accounted for greater limits, because improvements would be needed beyond the proposed Corridor Alternatives. This was often related to the impression that improvements in Corridor 7 would result in a new bottleneck elsewhere along the US 50/US 301 corridors used for summer vacation routes.

Commenters expressed concerns that alternatives such as the MOA and the No-Build were prematurely removed from consideration. Many suggested that the Study should continue to evaluate and consider the MOA and the No-Build as less impactful options. In particular, some felt that various MOA, such as TSM/TDM, transit, and ferry service could achieve more in combination, rather than as standalone alternatives as assessed in the DEIS. Many commenters felt that MDTA's primary aim should be to reduce the demand for travel across the existing bridge, or redistribute the demand more efficiently, rather than to provide new capacity. Some expressed the perception that the No-Build would no longer be considered after identification of the MDTA-RPCA.

Commenters had numerous questions and suggestions relating to specifics of a potential new crossing. Commenters expressed questions and opinions about whether a crossing in Corridor 7 should be a parallel crossing (i.e., a "third span"), a replacement bridge, or some other configuration. Others expressed uncertainty about what was planned and how the configuration would be determined, the limits and tie-in locations, and questions about the number of lanes that would be needed for a new crossing. Suggestions for specifics to include in a new crossing such as bike and pedestrian facilities were also provided.

Many commenters, including County agencies, expressed concern that counties were not given enough of a voice in the Study so far. Agency comments also included requests for continued input in a future Tier 2 study process, and suggestions for specific elements to include in a Tier 2 study.

Comment Response

The Purpose and Need for the Study was established by MDTA and the Federal Highway Administration (FHWA) to focus specifically on the extensively documented problem of traffic congestion at the existing Bay Bridge, which is an MDTA-owned facility. All cooperating agencies for the Study concurred on the

Purpose and Need in February 2018. MDTA is responsible for evaluating and considering solutions to the existing problems on their facilities. Thus, the Purpose and Need for the Study, and the transportation solutions proposed with the Corridor Alternatives Retained for Analysis (CARA) and Corridor 7, emphasize traffic relief at the existing Bay Bridge. The decision to advance Corridor 7 in the Bay Crossing Study would not preclude separate studies of new infrastructure with purposes that differ from the BCS Purpose and Need.

While it is not possible to predict how future unforeseen changes such as increased telecommuting could affect traffic volumes, preliminary data indicates that Bay Bridge volumes and congestion are approaching pre-COVID levels. The Bay Crossing Study reflects long-term forecasts of economic activity, by using anticipated levels of population and employment in the analysis year. Revised traffic analysis in a Tier 2 study would provide updated growth forecasting, including any foreseeable changes resulting from COVID-19 or other potential future changes in travel and commuting patterns. A new project-level NEPA analysis would have to demonstrate a continued need for a new crossing in order to advance any build alternative in the PCA.

The limits of the Tier 1 Corridor Alternatives were defined with logical end points that were implemented consistently across all 14 corridors. A future Tier 2 study would include an evaluation of the end points chosen for Corridor 7 to determine if adjustments are needed based on more detailed analysis and design. In general, the broad regional roadway network surrounding the Chesapeake Bay may have multiple existing transportation problems at any given time, and it may not be possible for a single project to resolve all such problems. However, NEPA requires that a project have independent utility – that it must be usable even if no additional transportation improvements in the area are made. A Tier 2 study would evaluate whether the proposed improvements have independent utility, and whether new traffic problems would be caused by the proposed improvements. Existing congestion issues located elsewhere in the regional roadway network may be the subject of future studies separate from the Bay Crossing Study.

The Tier 1 Study has determined that individual MOA, implemented as standalone alternatives, would not meet the Purpose and Need for the Study. However, combinations of multiple MOA, such as TSM/TDM, transit and ferry service, would also be evaluated in a Tier 2 study. The Tier 2 study would be focused on the evaluation of alternatives within Corridor 7, including alternatives for new crossing capacity, upgrades to approach roadways, and combinations of MOA within the corridor.

D. Range of Corridors and MOA

D.1 Corridors 1 through 5 and 9 through 14

Comment Summary

A total of 242, or 28 percent of comments were included in this category. Comments in this category include concerns regarding Corridors 1 through 5 and 9 through 14 and support for a new Bay crossing north or south of the existing Bridge (other than one of the CARA specifically).

A common theme among commenters was the perception that a new crossing at a location in the northern stretch of the Bay (Corridors 1 to 5) or its southern reaches (Corridors 9 to 14) would have

advantages over a new crossing near the existing Bay Bridge. Commenters suggested that a northern crossing would provide a more direct route to the Eastern Shore and Atlantic coastal destinations from Baltimore and Pennsylvania, and that a more southern crossing would provide a more direct route from Virginia and Washington, DC. Commenters indicated a preference towards routing traffic away from the existing Bay Bridge and US 50/301 corridor, citing existing problems from traffic backups affecting local roadways. Many expressed a general perception that too much traffic is funneled into one crossing and spreading the traffic out would provide benefits to local roadway traffic.

Some commenters noted advantages of redundancy from having two crossings in separate locations, such as for national security and evacuation purposes. Commenters also suggested that a crossing in a separate location could provide economic development benefits for more rural areas, along with better access to facilities such as hospitals. Some commenters noted the relatively short crossing distance needed for a new crossing in the vicinity of Calvert Cliffs and Taylors Island (such as Corridors 12 and 13).

Comment Response

The results of the traffic analysis for the Bay Crossing Study showed a clear pattern – that corridors closer to the existing Bay Bridge were better able to meet the Purpose and Need of the Study and relieve traffic congestion and provide needed redundancy at the Bridge. The routes furthest north and south provided the least benefit to the existing Bay Bridge traffic congestion. MDTA has undertaken the Bay Crossing Study with the primary goal of relieving traffic congestion at the Bay Bridge. However, the Study does not preclude other future projects with separate goals such as economic development. Furthermore, it is anticipated that increased capacity within Corridor 7 could help relieve traffic issues on local connecting roadways experienced by nearby residents; further evaluation would be conducted in a Tier 2 study.

D.2 Modal and Operational Alternatives (MOA)

Comment Summary

A total of 156 comments were included in this category, or 18 percent. A number of commenters felt that TSM/TDM options, such as variable tolling, AET, and lane management strategies (such as designating one or more lanes for High Occupancy Vehicles), should be considered in greater detail. In addition, some commenters felt that considering multiple TSM/TDM strategies simultaneously, rather than as stand-alone alternatives, should be analyzed.

Ferry service was additionally cited by a number of commenters as a potential alternative to a new crossing. A number of commenters felt that provision of rail transit would be preferable to construction of a new crossing. Some commenters suggested that bus transit, such as Bus Rapid Transit (BRT), was a viable alternative in its own right, and should be carried forward as a stand-alone independent alternative to address travel demand and congestion.

Comment Response

TSM/TDM is part of the MOA. The DEIS notes that "…this Tier 1 screening is intended to determine if any of these MOAs could meet the Purpose and Need independent of other corridor alternatives or MOAs." While none of the MOAs, including TSM/TDM, met this criterion, a number of the MOAs, including TSM/TDM would be brought forward and analyzed in a Tier 2 study.

With specific regard to AET, the DEIS notes that "…AET commenced at the Bay Bridge in Spring 2020. Following completion of the Draft Tier 1 EIS, and prior to the preparation of the Final Tier 1 EIS, additional data collection will be performed to evaluate the effects of AET on eastbound operations." However, as noted in the Traffic Analysis Technical Report, "AET would not influence traffic operations in the westbound direction, because tolls are not currently collected in that direction of travel. Delays occur today in the westbound direction, and because those delays are expected to worsen by 2040, additional improvements would be needed. The existing delays in the westbound direction demonstrate that the capacity of the bridge is lower than the peak traffic demand."

MDTA also has initiated an automated lane closure system project for opening and closing lanes on each span to two-way operations, construction of which is anticipated to be completed in the Fall of 2022.

Ferry service is one of the options included in the DEIS as part of the MOA. The 2019 Ferry Service Report (***Appendix A*** of the ***BCS Alternatives Report***) found that one ferry route (with multiple trips per day) could convey a maximum estimated capacity of 972 vehicles per day. Given the anticipated increase in average daily traffic (ADT) at the Bay Bridge by 2040 (15,700 additional vehicles per day during non-summer weekdays and 16,700 additional vehicles on summer weekends), it is not expected that a ferry service alone would effectively relieve congestion and improve travel times at the existing Bay Bridge. While ferry service as a stand-alone option does not meet the BCS Purpose and Need, it would be considered in a Tier 2 study in conjunction with other alternatives.

Rail transit was considered in the DEIS as part of the MOA. The analysis determined that rail transit would have potential to remove an average of 588 cars from the Bay Bridge on an average weekday and 1,548 cars on an average summer weekend in 2040. Given the anticipated increase in ADT at the Bay Bridge by 2040, it is not expected that light rail transit (LRT) or heavy rail transit (HRT) would effectively relieve congestion and improves travel times at the existing Bay Bridge. Due to its expense, including the need to construct a new crossing for such rail transit, and anticipated low levels of ridership, it was eliminated from further consideration.

BRT service is one of the options included in the DEIS as part of the MOA. The analysis determined that BRT would have potential to remove an average of 588 cars from the Bay Bridge on an average weekday and 1,548 cars on an average summer weekend in 2040. Given the anticipated increase in ADT at the Bay Bridge by 2040, it is not expected that BRT alone would effectively relieve congestion and improve travel times at the existing Bay Bridge. While BRT service as a stand-alone option does not meet the BCS Purpose and Need, it would be considered in a Tier 2 study in conjunction with other alternatives.

E. Corridor Alternatives Retained for Analysis

E.1 Corridor 6 Support

Comment Summary

A total of 37 comments, or four percent, indicated support for Corridor 6. A common theme among commenters was the perception that Corridor 6, due to its location north of the existing Bridge, would provide a more direct route to eastern destinations from Baltimore and Pennsylvania. Many indicated a preference towards routing traffic away from the existing Bay Bridge US 50/301 corridor, citing existing

problems from traffic backups affecting local roadways. Many expressed support for either Corridor 6 or Corridor 8. Some noted potential benefits for other regional connections such as I-97. Commenters felt that Corridor 6 would help relieve the traffic problems at the Bay Bridge. Commenters also noted potential benefits to Baltimore and Eastern Shore communities. Some identified potential benefits for Eastern Shore communities, such as Kent County, including economic development, population growth, and access to health facilities. Others noted a more direct route from Baltimore would provide benefit for Baltimore travelers to vacation destinations.

Comment Response

While Corridor 6 would be able to meet the BCS Purpose and Need by diverting traffic away from the existing Bay Bridge, it would not perform as well as a new crossing in Corridor 7. With new capacity in Corridor 6, the Bay Bridge would still experience peak-hour failing level of service (LOS) F (eastbound) or LOS E (westbound) on non-summer weekends in 2040. On non-summer weekdays, new capacity in Corridor 6 would still result in peak-hour LOS E on the Bay Bridge in both directions. The Bay Crossing Study traffic analysis shows that Corridor 7 has the greatest ability to meet the Purpose and Need. Corridor 6 would also likely have greater environmental impacts due to a longer Bay crossing, a greater length of new on-land infrastructure, and greater potential for indirect effects from induced growth and development. Corridor 7, in contrast, would have a shorter crossing length and could minimize impacts by utilizing existing infrastructure in the US 50/301 corridor and is more consistent with existing land use plans.

E.2 Corridor 6 Opposition

Comment Summary

A total of 58 comments, or 7 percent were included in this category. Many commenters expressed opposition to Corridor 6 emphasizing the potential impacts of a new crossing and the associated on-land infrastructure. Commenters noted the numerous communities that would be affected by greater volumes of traffic, air, noise, visual, and community impacts. Some noted the potential for extensive new land use development that would affect the character of rural areas. Commenters also noted the potential for impacts to sensitive natural resources in Corridor 6, such as terrestrial and aquatic habitat, wildlife, forests, open space, coastal areas, wetlands, waterways, and others. Commenters noted the proximity of Corridor 6 to the Eastern Neck National Wildlife Refuge.

Another common theme of Corridor 6 opposition was the perception that the Mountain Road (MD 100) corridor on the Western Shore is already overburdened with traffic. Commenters noted a lack of alternate routes in and out of the corridor on the Western Shore, resulting in a lack of mobility for residents when the corridor is congested or affected by crashes. Thus, many commenters reasoned that routing additional traffic through Corridor 6 would result in greater traffic problems for local residents along the Mountain Road corridor.

Comment Response

Corridor 7 has been identified as the Preferred Corridor Alternative in this FEIS and is selected in the ROD. Therefore, Corridor 6 will not be carried forward for further evaluation in a potential future Tier 2 NEPA study.

E.3 Corridor 8 Support

Comment Summary

A total of 28 comments, or three percent, were included in this category. Many commenters suggested that Corridor 8, due to its location south of the existing Bridge, would provide a more direct route from Virginia; Washington, DC; and southern Maryland, and would generally be located closer to beach vacation destinations. Some indicated a preference for routing traffic away from the existing Bay Bridge US 50/301 corridor, citing existing problems from traffic backups affecting local roadways. Many expressed support for either Corridor 6 or Corridor 8. Commenters felt that Corridor 8 would help relieve the traffic problems at the Bay Bridge. Commenters also noted potential benefits to communities in or near Corridor 8, such as economic development. Others suggested that a more direct route from Virginia and Washington, DC would provide benefit for travelers to vacation destinations. Some noted potential redundancy benefits from having a new crossing in a separate location.

Comment Response

While Corridor 8 would meet the traffic component of the BCS Purpose and Need by diverting traffic away from the existing Bay Bridge, it would not perform as well as a new crossing in Corridor 7. With new capacity in Corridor 8, the Bay Bridge would still experience peak hour LOS F (eastbound) or LOS E (westbound) on non-summer weekends in 2040. On non-summer weekdays, new capacity in Corridor 8 would still result in peak hour LOS E on the Bay Bridge in both directions. The Bay Crossing Study traffic analysis shows that Corridor 7 has the greatest ability to meet the Purpose and Need. Corridor 8 would also likely have greater environmental impacts due to a longer Bay crossing, a greater length of new on-land infrastructure, and greater potential for indirect effects from induced growth and development. Corridor 7, in contrast, would have a shorter crossing length, could minimize impacts by utilizing existing infrastructure in the US 50/301 corridor, and is more consistent with existing land use plans.

E.4 Corridor 8 Oppose

Comment Summary

A total of 63 comments, or 7 percent, were included in this category. Many commenters opposed to Corridor 8 emphasized the potential impacts of a new crossing and the associated on-land infrastructure in Corridor 8. Commenters noted the numerous communities that would be affected by greater volumes of traffic, air, noise, visual, and community character impacts. Some noted the potential for new land use development affecting the character of existing communities. Commenters also noted the potential for impacts to sensitive natural resources in Corridor 8, such as terrestrial and aquatic habitat, wildlife, forests, open space, coastal areas, wetlands, waterways, and others.

Comment Response

Corridor 7 has been identified as the Preferred Corridor Alternative in this FEIS and is selected in the ROD. Therefore, Corridor 8 will not be carried forward for further evaluation in a potential future Tier 2 NEPA study.

E.5 RPCA Corridor 7 Support

Comment Summary

A total of 126 comments, or 15 percent, were included in this category. Many commenters acknowledged the congestion problems at the existing Bay Bridge and suggested that a new bridge in Corridor 7 should be built to relieve the problems faced by travelers over the Bridge. Some noted the age of the existing Bay Bridge spans, and the potential requirements for maintenance or other work in the future that would be supported by new crossing capacity at a nearby location.

Others noted the potentially lower cost and lower impacts from using existing infrastructure, such as on-land roads feeding into the Bay Bridge, rather than building capacity at a new location. Some expressed support for the existing location because of the concern for the environmental impacts of a longer span or a span at a new location, along with the potential for indirect effects such as induced land use growth. Many made note of the environmental features in other corridors, such as sensitive coastline, waterways, wetlands, wildlife habitat, forests, historic resources, residential communities, and farmland that would be disrupted by new infrastructure in other corridors.

Some expressed a sense of urgency at the magnitude of problems faced by travelers, advising that MDTA complete the new crossing as soon as possible. Many commenters suggested that a new crossing in Corridor 7 should be implemented in conjunction with other potential solutions, such as TSM/TDM, transit, additional crossings in other locations, or other roadway network improvements.

Comment Response

Corridor 7 has been identified as the Preferred Corridor Alternative in this FEIS and is selected in the ROD. MDTA will carry forward Corridor 7 for further analysis in a potential future Tier 2 NEPA study.

E.6 RPCA Corridor 7 Oppose

Comment Summary

A total of 285 comments, or 33 percent were included in this category. Comments in this category expressed opposition to Corridor 7, which was identified in the DEIS as the MDTA-RPCA. Numerous commenters expressed concerns that existing problems in the vicinity of the Bay Bridge, especially traffic problems on nearby local roadways, would become worse. Many perceived that increased traffic capacity in the corridor would exacerbate problems by routing greater volumes of traffic through the corridor with no alternative routes across the Bay in Maryland. Commenters noted the daily issues faced by residents of Kent Island, Annapolis, and other communities close to the existing Bridge, such as cut-through traffic causing congestion on local roadways, long backups, and other issues reducing local mobility during peak travel periods. Some noted problems faced by emergency services encountering traffic back-ups. Many expressed that other corridors would better spread traffic and associated impacts to different areas.

Other commenters noted the potential impacts to businesses, community facilities, and residents of Corridor 7 from new infrastructure. Some noted that development has surrounded the US 50/301 corridor through the area, and that new roadway capacity would require impacts to these developed areas such as displacements, noise, air quality, construction impacts, traffic and other effects. Some commenters

noted the changes such as increased development that have occurred in Kent Island and other nearby areas since the existing Bay Bridge was built, expressing concern that a new crossing in the corridor would cause additional adverse changes to the character of local communities.

Commenters also noted the potential natural resources that would be potentially impacted such as the Bay, the Severn River, sensitive coastline, wetlands, and natural habitat.

Many commenters identified Sandy Point State Park as a valuable resource that would likely be impacted by a new crossing, given its proximity to the Bay Bridge. Commenters highlighted the importance of the park property, noting its scenic and recreational value. Some suggested the park serves low-income and minority (environmental justice) populations as an affordable beach destination.

Some commenters noted the potential advantages of having an alternative crossing location, such as emergency evacuation and national security concerns. Other potential advantages of alternative corridors such as economic development in more rural areas and more options for travelers were also noted. Some expressed skepticism of the Study's traffic findings, citing potential future changes in commuting patterns and technology that would negate the need for more capacity at the Bay Bridge.

Some commenters expressed a sense of unfairness that a new crossing in Corridor 7 would have additional impacts in the nearby communities that already experience noise and traffic from the existing Bay Bridge. This concern is also informed by the perception that much of the traffic congestion is caused by vacation travelers, many of whom live throughout the region, with impacts focused on the area near the Bay Bridge.

Some commenters opposed to Corridor 7 expressed support for the No-Build Alternative; while many others suggested a new crossing would be better located at a different location. Some commenters expressed support for MOA such as ferries, TSM/TDM, or transit alternatives.

Comment Response

The analysis presented in the Bay Crossing Study Tier 1 EIS shows numerous benefits of a new crossing in Corridor 7, and substantial advantages over the other alternatives considered. The traffic analysis shows that Corridor 7 would provide the greatest ability to meet the BCS Purpose and Need by alleviating traffic congestion at the existing Bay Bridge. Other corridors would draw traffic from the Bay Bridge, to varying degrees, but Corridor 7 is expected to substantially outperform all other alternatives regarding traffic relief at the Bay Bridge.

The Purpose and Need for the Study has been established by MDTA and FHWA to focus specifically on the extensively documented problems of traffic congestion at the existing Bay Bridge, which is an MDTA-owned facility. MDTA is responsible for evaluating and considering solutions to the existing problem at the MDTA facility. Thus, the Purpose and Need for the Study, and the transportation solutions proposed with the CARA and Corridor 7, emphasize traffic relief at the existing Bay Bridge. The decision to advance Corridor 7 in the Bay Crossing Study would not preclude separate studies of new infrastructure with purposes that differ from the Bay Crossing Study's Purpose and Need.

Corridor 7 would have a shorter crossing and shorter overall length of roadway improvements needed compared to other Corridor Alternatives, and the ability to utilize existing infrastructure along the

US 50/301 corridor, likely resulting in fewer overall impacts to the sensitive natural resources of the Chesapeake Bay. Corridor 7 would also likely have lower cost to construct compared to other Corridor Alternatives due to the shorter length.

F. TRAFFIC

F.1 Existing Conditions

Comment Summary

A total of 176 comments, or 21 percent were included in this category. Some commenters expressed concerns about the current levels of traffic on the Bay Bridge and approach roadways. Local roads along US 50/US 301 and nearby local roadways are congested and commenters indicated that local citizens have trouble traveling in and around their neighborhoods as a result of seasonal beach traffic. Some questioned whether there was enough space to widen US 50.

Comment Response

The MDTA recognizes the effects of traffic congestion at the Bay Bridge felt by travelers and local communities near the bridge. Addressing this traffic congestion is the primary intent of the BCS. It is anticipated that a new Chesapeake Bay crossing would also improve traffic conditions on local roadways near the Bay Bridge due to the reduction of congestion at the Bay Bridge. An assessment of traffic conditions and impacts along local roadways in the vicinity of any new crossing would be evaluated in a potential future Tier 2 study.

F.2 Methodology

Comment Summary

A total of 41, or 5 percent of comments were included in this category. Several commenters questioned the adequacy of the traffic data collection and analysis undertaken to establish a baseline of existing traffic conditions. Some questioned the accuracy of queues/delays reported for existing conditions. The methodology used to forecast 2040 volumes was questioned by others. Some commenters expressed an interest in understanding more fully why the MOA alone would not meet the BCS Purpose and Need.

Comment Response

With specific regard to data collection, traffic analysis, and traffic forecasting, the Traffic Analysis Technical Report (available on the BCS website) provides details about these topics beyond the narrative information provided in the DEIS. To briefly summarize those portions of the Traffic Analysis Technical Report:

- The data collection program involved both non-summer and summer data collection periods, each of which was one week in duration. For both data collection periods, the data was reviewed and compared to other data sets to ensure that the collected data reflected typical conditions. (Additional information and analysis is provided in **Section 3.1**)

- Queues and delays begin to occur at a level of traffic volume below the capacity of the facility. The queues/delays identified for existing conditions were based on analyses of additional field data. The field data analysis confirmed the queue lengths.

Forecasts of 2040 traffic volumes were prepared using the Maryland Statewide Transportation Model (MSTM), a state-of-the-practice model and approach for traffic forecasting which was developed in coordination with FHWA. The MSTM forecasted traffic volumes are based on forecasts of population and employment provided by local counties. This is the approach typically used in a NEPA study.

The DEIS notes that "…this Tier 1 screening is intended to determine if any of these MOAs could meet the Purpose and Need independent of other corridor alternatives or MOAs." While none of the MOAs as standalone alternatives would provide enough traffic congestion relief at the existing Bay Bridge to meet the Purpose and Need, a number of the MOAs would be brought forward and analyzed in a Tier 2 study.

Some comments referenced a report prepared by AKRF and commissioned by the Queen Anne's Conservation Association. A detailed response to the report is included in **Appendix C.**

F.3 Future Conditions

Comment Summary

A total of 170, or 20 percent of comments were included in this category. Several commenters voiced concerns that a new crossing in Corridor 7 would lead to increased traffic volumes not only at the new crossing, but also on an already-congested US 50/301 and other roadways in the area. Some commenters also questioned the 2040 travel demand forecasts, citing a number of factors that might constrain traffic growth.

Comment Response

The primary goal of the Bay Crossing Study is to relieve traffic congestion at the existing Bay Bridge. Because a new crossing would allow traffic to flow more freely through the Bay Bridge, it is expected that traffic conditions on roadways near the Bay Bridge could be improved through a reduction in traffic backups or diversions onto local roads to avoid congestion. Additionally, traffic modeling would be conducted during Tier 2 to evaluate potential traffic conditions resulting from the Tier 2 build alternatives. Tier 2 would include consideration of the limits of the proposed project and extent of associated improvements needed, based on consideration of traffic modeling results, public input, and local agency coordination.

During Tier 2, information regarding the location of potential traffic impacts resulting from a new crossing would be used to develop alternative engineering solutions. Potential traffic effects on neighboring communities, from both the No-Build and Build Alternatives, would be assessed. A potential future Tier 2 NEPA study would therefore, address existing US 50/301, other local roadways, and any potential new approach roadways. Potential beneficial and adverse effects to local roadways resulting from the Tier 2 alternatives, whether by altered traffic flows, connectivity changes, or physical impacts (including during construction) would be considered in the study.

A Tier 2 NEPA study would also involve collection of then-current traffic volume data and the preparation of updated traffic volume forecasts, using a then-current updated travel demand model.

F.4 Local Network

Comment Summary

A total of 177, or 21 percent of comments were included in this category. Many commenters stated they experience a large increase in the number of vehicles using the local road network to bypass congestion on US 50/301, particularly during peak beach traffic season, and are concerned that these "cut-through" traffic volumes will only increase if a new crossing is built in Corridor 7. Many of these commenters felt that a new crossing in Corridors 6 or 8 would be preferable. However, other commenters noted that existing congestion levels in Corridors 6 and 8 are already high and growing and expressed concern about the level of roadway improvements which would be required in either Corridor 6 or 8 to support a new crossing. Several commenters also suggested that capacity and operational improvements to US 50/301, including more access controls, be constructed prior to a new span in Corridor 7.

Comment Response

With specific regard to Corridor 7, the DEIS acknowledges that any new crossing would need to consider existing US 50/301, local roadways and any potential new approach roadways. These approach roadways would be addressed in detail in a Tier 2 study along with identified Build and No-Build alternatives.

F.5 Safety

Comment Summary

A total of 34 comments, or four percent were included in this category. Several commenters noted crashes as a significant contributing factor to severe traffic delays. Some commenters made specific suggestions regarding potential improvements to safety, including eliminating at-grade intersections and contra-flow operation on the Bay Bridge.

Comment Response

As noted in the Purpose and Need, "The purpose of the "Chesapeake Bay Crossing Study: Tier 1 NEPA" is to consider corridors for providing additional capacity and access across the Chesapeake Bay in order to improve mobility, travel reliability and **safety** at the existing Bay Bridge." (emphasis added) That document includes an analysis of recent crash history between Oceanic Drive and MD 8. In a Tier 2 NEPA study, safety on the Bay Bridge and its approach roadways would be considered in greater detail. This would include both potential changes to roadway geometry (such as lane and interchange configurations) and operations (such as contraflow).

The current contra-flow operation on the Bay Bridge is under continuous analysis by MDTA, and modifications to maintain and improve the safety of that operation are made when feasible.

F.6 Incident Management and Maintenance

Comment Summary

A total of 54 comments, or six percent were included in this category. Several commenters expressed concerns related to incident management and maintenance. Comments ranged from traffic-related incidents to "non-traffic" incidents and emergencies. Concerns were voiced about traffic incidents and the resulting back-ups on the existing Bay Bridge and its approach roadway (US 50/301), as well on as diversion routes used by drivers hoping to avoid congestion on US 50/301. In addition, some commenters were concerned that congestion on these roadways, even in the absence of traffic incidents, was causing delays to emergency responders. "Non-traffic" comments ranged from natural disasters such as a hurricane requiring mass evacuations to human-made disasters such as a terrorist attack necessitating closing of the US 50/301 corridor. The commenters generally felt that a new crossing in a corridor other than Corridor 7 could provide greater redundancy and resiliency in the transportation system. Several commenters expressed concern about impacts to existing roadways and traffic flow during construction of a new crossing in Corridor 7.

Comment Response

"Flexibility to Support Maintenance and Incident Management in a Safe Manner" is one of the Needs identified in the BCS Purpose and Need. Corridor 7 meets this Need better than the other corridors in terms of flexibility to support maintenance and traffic-related incidents. Traffic incidents on the Bay Bridge itself have been considered as part of the effort to meet the need to provide "Flexibility to Support Maintenance and Incident Management in a Safe Manner". The US 50/US 301 approaches to the Bay Bridge and other local roadways would be addressed in a Tier 2 NEPA study. Maintenance of traffic during construction would be a critical aspect of any build alternative. Maintenance of traffic alternatives would be considered for construction sequencing, impacts of each option on existing traffic, and mitigation strategies to address those impacts.

F.7 COVID Travel Patterns

Comment Summary

A total of 54 comments, or six percent, were included in this category. Commenters noted the impact of the COVID-19 pandemic on travel patterns, particularly with regard to commuting behavior. A number of commenters felt that the increased levels of telework that were implemented during the pandemic will be permanent, and will be a key factor in reducing future weekday peak-period volumes, when compared to those observed prior to the pandemic. Other commenters noted that changes in commuting patterns might also have impacts on non-weekday travel, if weekend travelers are able to extend their trips and thus, no longer need to travel on Fridays, Saturdays, and Sundays. They felt that, if this was the case, peak-period volumes on weekends would be reduced as well.

Comment Response

The COVID-19 pandemic has had an impact on both weekday and weekend travel patterns throughout the nation, including at the Bay Bridge. The short-term impacts of the pandemic continue to evolve, and the long-term impacts are yet to emerge and too soon to be defined at this time.

As shown in **Figure 3-1** in **FEIS Section 3.1.1**, traffic volumes at the Bay Bridge dropped substantially during the early months of the pandemic in the Spring of 2020. Following the end of most COVID-19 restrictions in Maryland in mid-May 2021, volumes at the Bay Bridge have generally continued to increase, with volumes during July actually exceeding pre-pandemic levels.

If a Tier 2 NEPA study is performed, the continuing impacts of the pandemic and recovery would be assessed in that Study. Updated traffic volume data would be collected and analyzed to establish a then-current baseline, and that baseline would be used in the calibration of an updated travel demand model which would be used to forecast future volumes. The updated travel demand model used in Tier 2 NEPA would be based upon the travel demand models then in use by regional and State planning agencies. Those regional and State models would use updated forecasts of population and employment; it is anticipated that those models would either already include or would be adapted as part of the Tier 2 NEPA study to incorporate long-term changes in travel behavior. Additionally, a Tier 2 study would include the full consideration of a No-Build Alternative with a corresponding assessment of traffic under the No-Build condition, reflecting pandemic-related changes in the updated forecasts.

G. Environmental Impacts

The Tier 1 EIS evaluates environmental impacts at the corridor level, as described in the general response provided at the start of Appendix A. Responses to comments related to environmental impacts in the Tier 1 Study are provided below. A future Tier 2 study would evaluate environmental impacts in greater detail.

G.1 Natural Resources

Comment Summary

A total of 108 comments, or 13 percent were included in this category. Several commenters expressed concerns about specific alignment options and their anticipated impacts on environmental resources within and around their communities. Some commenters expressed disagreement with the level of detail used to evaluate potential natural resource impacts in the Study, requesting additional detailed analysis prior to the decision to identify Corridor 7. Some comments suggested that specific animal species would be negatively impacted by a new crossing in the CARA or other corridors considered.

Commenters also asked for greater consideration of the anticipated impacts associated with climate change and sea level rise.

Commenters also included suggestions for engineering, crossing types, and other details to reduce environmental impacts. Some also questioned why the No-Build Alternative was not given more consideration to avoid environmental impacts. Some commenters indicated that Corridor 7 would result in the least amount of environmental impact.

Comment Response

Section 4.4 of the DEIS provides a broad view of key sensitive natural resources within the limits of the three CARA via an examination, using existing GIS resources, of where those natural resources are most prevalent. Sensitive resources determined to be relevant for this level of analysis include the following:

- Wetlands, Surface Waters, Water Quality and Drinking Water Supply
- Federal Emergency Management Administration 100-Year Floodplains
- Chesapeake Bay Critical Area
- Terrestrial Habitat
- Unique and Sensitive Areas (including Rare, Threatened and Endangered Species)
- Aquatic Resources
- Topography, Geology & Soils
- Sea Level Rise

Natural resources within the two-mile wide corridors were identified based on agency input throughout the scoping process, review of existing available scientific literature, GIS databases and mapping, and field reconnaissance of the corridor study areas conducted in June 2019. The Tier 1 evaluation compared the prevalence of natural resources among the CARA, and also considered the distribution of natural resources within each CARA and potential for avoidance.

The inventory of natural resources showed that each corridor would have some advantages and disadvantages regarding likely natural resources impacts. Corridor 7 would have advantages due to the ability to utilize existing infrastructure and a shorter crossing length compared to other Corridor Alternatives. Corridors 6 and 8 would both require a major, new limited-access roadway largely on a new alignment through areas that are currently not impacted by major transportation infrastructure. However, a future Tier 2 alternative could be developed in Corridor 7 that expands the existing US 50/301 infrastructure. Much of the land adjacent to the existing US 50/301 roadway is developed, so utilizing this infrastructure would potentially minimize overall impacts to on-land natural resources. Consideration of all the environmental factors suggests that Corridor 7 would potentially result in fewer environmental impacts to sensitive aquatic resources of the Chesapeake Bay.

Based on input received from the public and agencies, this FEIS includes additional information regarding climate change and sea level rise, as presented in **Section 3.2.**

G.2 Chesapeake Bay

Comment Summary

A total of 22 comments, or 3 percent were included in this category. Several commenters expressed a desire for a more comprehensive analysis of Chesapeake Bay impacts during the Tier 1 Study. Another commented on the impact of a new crossing on boat traffic. Commenters expressed concerns about impacts to wetlands, waterways, and the Chesapeake Bay. Other comments expressed general concern for adverse impacts on the Bay's natural aesthetic beauty, particularly from a crossing in a new location such as Corridors 6 and 8. Others expressed concern about how a new crossing would adversely impact already declining marine species. Commenters expressed concern for impacts to habitat crucial to aquatic species associated with the Bay from any of the corridor alternatives. Some also expressed concern about storm water pollution associated with a new crossing.

Comment Response

The Tier 1 level analysis indicates that Corridor 7 would likely have lower impacts to the Chesapeake Bay compared to other Corridor Alternatives due to a shorter crossing length. Aquatic resources associated with open water such as Essential Fish Habitat (EFH), tidal wetlands and oyster resources are more prevalent in Corridors 6 and 8 compared to Corridor 7. EFH and oyster resources encompass the full width of the corridor in some locations, and thus impacts could not be avoided. Overall, the longer crossing is likely to result in greater impact on the Chesapeake Bay and associated aquatic resources compared to Corridor 7. Corridor 7 includes more coastline relative to the other corridors, due to the geography of Kent Island within the Corridor. The resources associated with coastal areas are generally more prevalent in Corridor 7 such as Chesapeake Bay Critical Area and 100-Year Floodplain.

G.3 Rare, Threatened and Endangered Species

Comment Summary

A total of five, or one percent of comments were included in this category. Commenters questioned whether enough consideration was given to the long-term effects on threatened and endangered species associated with a new crossing. Commenters also requested more detailed explanation of the state-level definition of endangered. Other comments expressed concern with the level of detail used in the Tier 1 Study to choose a crossing location. Another commenter was concerned about the effects that tree removal and increased noise levels would have on local owl and eagle populations. Finally, some commenters expressed concern about specific species, such as osprey.

Comment Response

An online search of the USFWS' Information for Planning and Consultation (iPaC) system to determine the presence of federally-listed rare, threatened or endangered species or habitat and migratory birds was conducted for each of the CARA. The results of the search identified the presence of Northern Long-eared Bat (*Myotis septentrionalis*, federally-listed threatened) within the limits of all three corridors. The iPaC results also identified several migratory birds within all three corridor study areas that are protected under the Migratory Bird Treaty Act. The National Oceanic and Atmospheric Administration (NOAA) Section 7 Mapper was utilized to determine the presence of federally-listed marine species or critical habitat within the limits of the corridor study areas. The search yielded the same results for all three study area corridors. Correspondence was submitted to MDNR to determine the presence of state-listed rare, threatened or endangered species or habitat within the limits of the study areas for the three CARA. More information is included in Section 5.6 of the Natural Resources Technical Report.

G.4 Air Quality

Comment Summary

A total of 16, or two percent of comments were included in this category. Commenters expressed concern that air pollution would worsen with the addition of a new Chesapeake Bay crossing. Others suggested that construction of a new Bay Crossing would create health and welfare concerns related to increased air pollution, leading to disproportionally high and adverse health impacts for environmental justice populations.

Comment Response

The methodology used to analyze potential air quality differences in the Tier 1 NEPA Study considers Clean Air Act (CAA) transportation conformity requirements, mobile source air toxics (MSATs), traffic characteristics, and construction emissions.

Any preferred alternative alignment identified during a potential future Tier 2 NEPA study would need to be included in the Baltimore Regional Transportation Board (BRTB) financially constrained Transportation Improvement Plan (TIP) and Long Range Transportation Plan (LRTP) descriptions to satisfy conformity determination requirements of the CAA Section 176(c), and an MSAT analysis would be conducted. Appropriate measures to minimize construction emission impacts on the air quality would be incorporated during the construction of any resulting improvements.

In response to multiple public and agency comments requesting additional climate change discussion, a supplementary qualitative analysis of potential GHG impacts is included in this FEIS, Section 3.2.1. Any renewals or amendments of the Maryland GHG Emissions Reduction Act adopted by the State legislature would be summarized in potential future BCS Tier 2 NEPA study documents.

The Council on Environmental Quality's (CEQ) February 19, 2021 notice, rescinding the 2019 Draft GHG Guidance, does not change any law, regulation, or other legally binding requirement. The 2016 GHG Guidance advises agencies to rely on their expert judgement and experience to determine which tools and methodologies should be used when they conduct their GHG analysis and provides no directive to establish when GHG emissions may be a significant aspect of a proposal. No federal or state agency-mandated project planning requirements currently exist regarding the consideration of GHG impacts for transportation projects.

G.5 Noise

Comment Summary

A total of 17 comments, or two percent were included in this category. Commenters expressed concerns about increased noise pollution. Commenters noted that many communities, particularly on the Eastern Shore, have a quiet rural character, and would therefore be especially sensitive to increases in traffic noise. Commenters suggested that removal of trees could greatly increase the noise in their communities.

Comment Response

The noise analysis conducted for the Bay Crossing Study Tier 1 assessment included:

- Identifying land uses based on local planning agency land use cover mapping and categorization of the land into Activity Categories within each CARA; and
- Quantifying the number and percentage of noise-sensitive areas (NSA) within each CARA.

Concentrations of potentially noise sensitive areas exist within each of the three CARA. Corridor 7 contains a somewhat higher acreage of noise-sensitive areas compared to Corridors 6 or 8, reflecting the more developed nature of the corridor. During a potential future Tier 2 NEPA study, a noise analysis would be completed to identify traffic noise impacts as a result of the proposed improvements. The analysis would

be completed using FHWA and Maryland Department of Transportation State Highway Administration (MDOT SHA) policies, which defines noise impact criteria for each land use type. Where impacts are identified, mitigation measures would be evaluated.

G.6 Environmental Justice

Comment Summary

A total of six comments, or one percent were included in this category. Comments on this topic expressed concern over potential impacts to Environmental Justice (EJ) communities from a new crossing, particularly in Corridor 7. Impacts such as property, air quality, drinking water, public health, and other impacts to EJ populations were mentioned. Commenters also expressed concern over the level of detail included in the Tier 1 analysis, suggesting that more detailed analysis of EJ populations should be included. Potential EJ populations specifically identified by the commenters include those that live in or visit Annapolis, Copperville, Grasonville, Parole, Skidmore (a historically African-American community), Sandy Point State Park, and Unionville.

Comment Response

Existing conditions of and potential effects to EJ populations in the three CARA were considered and described in **Section 4.1.4** of the Tier 1 DEIS and **Section 5.3** of the Socioeconomic Technical Report. The evaluation of EJ populations was completed in accordance with the CEQ's Environmental Justice Guidance Under NEPA (1997); United States Department of Transportation's (USDOT) Order 5610.2(a), *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012 revision); FHWA EJ Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (2012); FHWA memorandum, *Guidance on Environmental Justice and NEPA* (2011); and the FHWA's Environmental Justice Reference Guide (2015). DOT Order 5610.2C was issued on May 14, 2021 to update USDOT EJ procedures. EO 14008, *Tackling the Climate Crisis at Home and Abroad*, which was issued on January 27, 2021, directs federal agencies to make the achievement of environmental justice part of their missions by developing programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related and other cumulative impacts on disadvantaged communities, as well as the accompanying economic challenges of such impacts. MDTA has considered the new procedures and EO 14008 in preparing the updated EJ analysis in this FEIS.

As discussed in the DEIS, the percentages of households below the poverty level (5.2 percent), persons of minority races (13.2 percent) and persons of Hispanic and/or Latino ethnicities (3.7 percent) in Corridor 7 do not exceed those of the Socioeconomic Study Area as a whole. Two potential EJ populations were identified in Annapolis and Grasonville. Specific impacts to these populations would not be known until more detailed alternative alignments are analyzed in a future Tier 2 NEPA study. Additionally, the location of the Annapolis EJ population is very small in Corridor 7 and situated near its edge; therefore, it is anticipated that a future proposed alignment could be designed to avoid impacts on this population.

Additional information on potential EJ populations within the Corridor Alternatives has been developed for the FEIS, based on comments received from agencies and the public on the DEIS. The supplementary information, included in **Section 3.3** of this FEIS, found no additional potential EJ populations within the Corridor Alternatives, but several that were within the Socioeconomic Study Area near Annapolis.

It is understood that Sandy Point State Park is an important public resource, especially for low-income populations, minority race/ethnicity populations, and limited-English speaking populations who may be traveling from outside Corridor 7 for recreation. Measures to avoid or minimize harm to this park would be assessed in a Section 4(f) Evaluation in a potential future Tier 2 NEPA study.

G.7 Cultural Resources

Comment Summary

A total of 13 comments, or two percent were included in this category. Commenters are concerned about the impacts on historic areas, as well as terrestrial and maritime archaeological sites. Specific areas mentioned include Stevensville, Queenstown, St. Michaels, Whitehall, Hancock's Resolution, Harriet Tubman Underground Railroad National Park, Sandy Point Farmhouse, Captain John Smith Chesapeake National Historic Trail, the Star-Spangled Banner National Historic Trail, and Talbot County's historic villages (Claiborne, Copperville, Tunis Mills, and Unionville).

Commenters expressed concern that building a route through any of those locations will result in a loss of historic character and Maryland's past.

Comment Response

The three CARA encompass an environmentally diverse and historically rich section of Maryland's Chesapeake Bay Region. Background research about known cultural resources within the CARA was conducted by examining data from the archaeological and architectural layers available on the MHT Medusa Cultural Resources Information System (Medusa). Desktop sources including cultural resources management reports, MHT archaeological site and Maryland Inventory of Historic Properties (MIHP) files, state and local histories, and environmental, geological, and soil data were also consulted.

The analysis of the quantities and locations of recorded historic properties has revealed information regarding potential impacts in each of the three CARA. The presence of the resources shows that each CARA contains numerous areas of the built environment that reflect several hundred years of Maryland's rich history, dating from the seventeenth century to the late twentieth century. The evaluation identified a roughly equivalent number of resources in Corridors 7 and 8, and a somewhat lower number in Corridor 6.

Tier 1 survey results would be used to make recommendations for future research to fill in observed data gaps and for evaluating future Tier 2 alignments within each corridor that might avoid impacts to the known and potential cultural resources located there.

Under a potential future Tier 2 study, Section 106 consultation would resume with the identification of historic properties within a Tier 2 area of potential effects (APE), following the National Historic Preservation Act, Section 106 regulations (36 C.F.R. § 800.4) and MHT's *Standards and Guidelines for*

Architectural and Historical Investigations in Maryland (Revised 2019). Assessment of adverse effects on historic properties would be completed in accordance with 36 C.F.R. § 800.5 and in consultation with Section 106 consulting parties. If an adverse effect is found, consultation would continue to resolve adverse effects following 36 C.F.R. § 800.6 and/or 36 C.F.R. § 800.14(b).

The FEIS includes updates to cultural resources information, including updates for Section 106 coordination and discussion of one additional property (Whitehall) located in Corridor 7. More information can be found in **Section 3.4.** Commitments for further coordination through the Section 106 process are included in the ROD, **Chapter 7.**

G.8 Parks and Recreational Facilities

Comment Summary

A total of 25 comments, or three percent were included in this category. Comments on this topic expressed concern about potential impacts to parks and recreational facilities, such as the Beverly Triton Nature Park, Broadneck Trail, Cross Island Trail and South Island Trail, Pickering Creek Audubon Center, Talbot County Community Center, Terrapin Nature Park, and Wye House. Some comments also expressed particular concern about potential impacts to Sandy Point State Park, which is identified by commenters as a particularly important public resource for low-income populations, minority race/ethnicity populations, and limited-English speaking populations who may be traveling from outside Corridor 7 for recreation.

Comment Response

This Tier 1 NEPA Study broadly discusses parks and recreational facilities within the CARA and overall Socioeconomic Study Area. There are eight public parks, recreation areas, and wildlife and waterfowl refuges in Corridor 6, 12 in Corridor 7, and 11 in Corridor 8. The parks, recreation areas, and wildlife and waterfowl refuges are scattered throughout each of the corridors, though a number are concentrated along the shoreline of the Chesapeake Bay.

A detailed evaluation of potential impacts on parks, recreation areas, and similar resources would be prepared as part of the Tier 2 study in accordance with Section 4(f) of the USDOT Act of 1966 (49 U.S.C. §303 and 23 U.S.C. §138) and FHWA regulations at 23 CFR Part 774. The Section 4(f) evaluation would require the evaluation of alternative alignments that completely avoid or minimize harm to Section 4(f) properties, including park and recreation lands, wildlife and waterfowl refuges, and historic sites.

G.9 Indirect and Cumulative Effects

Comment Summary

A total of 26 comments, or 3 percent were included in this category. Commenters expressed concern that a new Bay Crossing would spur new, sprawling development and would alter local communities' largely rural, "small town" character and land use patterns. Commenters also expressed concern that new development resulting from a new Bay Crossing would negatively affect water quality and hinder land conservation and climate change reduction efforts.

Comment Response

Public and agency input emphasized the potential for induced growth effects of a new crossing as a topic of particular importance for the Tier 1 Study. An Induced Growth Analysis is provided in the Indirect and Cumulative Effects (ICE) Technical Report and summarized in **DEIS Section 4.8**. A crossing in a new location over the Chesapeake Bay would allow new access to rural, undeveloped areas on the Eastern Shore. This new access, considered in light of the major employment centers on the Western Shore, would likely lead to induced growth of residential and commercial development on the Eastern Shore. Corridor 6 would likely have the greatest potential for induced growth, given its close proximity to the Baltimore metropolitan area, and Corridor 8 would also have likely induced growth effects, given its proximity to Annapolis and somewhat more distant proximity to Washington, DC. Corridor 7, the PCA, would likely have the least extent of indirect effects due to the presence of the existing crossing and associated infrastructure in Corridor 7. Growth and development have already occurred along Corridor 7, so a new crossing within the corridor would likely continue, and perhaps accelerate, existing land use development patterns as they presently occur.

There would be potential for indirect effects on natural resources, such as downstream impacts to water quality, from new waterway crossings and new impervious surfaces. Land use conversion could also indirectly affect wildlife through water quality impacts and habitat fragmentation. When compared to Corridors 6 and 8, Corridor 7 could potentially have lower indirect impacts to natural resources due to the shorter crossing and overall corridor length.

G.10 Socioeconomics

Comment Summary

A total of 94 comments, or 11 percent were included in this category. Many commenters indicated concern that traffic conditions on local roadway networks would potentially deteriorate due to cut-through traffic, queue backups, and increased vehicle speeds resulting in community impacts. Commenters expressed concern that a new crossing could lead to increased congestion and decreased mobility and safety on local roadway networks, affecting residents, emergency personnel, commuters, and tourists. Commenters noted a sense of unfairness that the impacts would be concentrated in existing communities along the current Bay Bridge/US 50/301 corridor instead of distributed to other shoreline communities; and that southern and western Marylanders would choose to travel out of state for tourism rather than face exacerbated traffic conditions in the Annapolis region.

Some comments stated that constructing a new Bay Crossing parallel to the existing Bay Bridge would be a missed opportunity to provide economic development benefits, particularly for communities in southern Maryland. Comments also expressed concerns that residents living further away from Corridor 7 would not be able to evacuate the Eastern Shore quickly and efficiently in the event of a natural disaster or other action. Other concerns included a potentially high number of commercial, residential, and community facility property relocations; cost to the State; and a perceived lack of support from residents of Maryland's Eastern Shore for a new Bay Crossing.

Comment Response

Improvements to mobility, travel reliability, and safety at the Bay Bridge are expected to benefit everyone affected by existing congestion levels, including residents, commuters, emergency personnel, and recreational travelers. MDTA anticipates that traffic flowing more freely over the Bay Bridge and along the US 50/301 corridor would help reduce congestion effects, such as cut-through traffic, in local communities near the Bay Bridge.

Among the CARA evaluated in the Tier 1 Study, Corridor 7 contains the highest percentage of Priority Funding Areas and land zoned for commercial, residential, industrial, mixed use, and other development. Corridor 7 also contains the lowest percentage of land zoned for resource protection and low-density development.

Among other factors, MDTA has identified Corridor 7 as the PCA because it can utilize the existing roadway network and connections on either side of the Bay Bridge. Increased crossing capacity would provide resiliency in the existing roadway network to better handle evacuations and major incidents requiring travel.

This Tier 1 NEPA Study included a high-level review of cost, based on an "order of magnitude" consideration of infrastructure needs for each CARA. Corridor 7 would likely be the least costly of the three CARA because of the potential to utilize existing infrastructure on US 50/301 and the shorter length of crossing over the Chesapeake Bay.

G.11 Property Impacts and Displacements

Comment Summary

A total of 15 comments, or two percent were included in this category. Commenters expressed concern about a potentially high number of commercial, residential, and community facility property relocations, as well as the associated cost to the State. Commenters also expressed concern that partial and full property impacts, including displacements, would reduce property values and that potentially having to relocate would alter homeowners' quality of life.

Comment Response

Partial impacts to and displacements of commercial, residential, and community facility property could potentially be required. All property owners from whom total or partial right-of-way acquisition would be obtained would be compensated and paid fair market value for the affected property. Property owners affected by relocation would receive relocation assistance in accordance with federal and/or state requirements. The Federal Uniform Relocation and Real Estate Acquisition Policies Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Uniform Act), requires that the project not proceed into any phase that will cause the relocation of any persons or proceed with any construction project, until it has furnished assurances that all relocated persons will be satisfactorily relocated to comparable decent, safe, and sanitary housing within their financial means, or that such housing is in place and has been made available to the relocated person. Payments for the cost of moving are also provided. The Uniform Act further requires that relocation resources are available to

relocated persons without discrimination. The Uniform Act would be executed in a timely and humane fashion.

G.12 Farmland

Comment Summary

A total of six comments, or one percent were included in this category. A commenter expressed concern over the potential for farmland conversion associated with any crossing. Other commenters expressed that the corridor alternatives would damage the rural and farming communities of the Eastern Shore.

Comment Response

Farmland was considered in the EIS for both potential direct impacts from the conversion of farmland for transportation use and indirect effects to agricultural areas from induced land use development. Evaluation of land uses within the CARA determined that Corridor 7 contains the least amount of farmland relative to Corridors 6 or 8, reflecting its more developed character. Corridor 7 would also likely have the lowest extent of indirect effects because it would be more consistent with existing land use patterns and plans. Thus, Corridor 7 would likely have lower potential to increase demand for residential land use development in rural areas.

H. ENGINEERING

H.1 General Design

Comment Summary

A total of 45 comments, or five percent were included in this category. Several commenters noted that the approach roadways would need to be upgraded for any new crossing location. Some commenters suggested modifications to the existing bridges to add more capacity. Several commenters noted that the existing bridges are aging and should be replaced with a new bridge. Commenters noted that some travelers are afraid to drive on the Bridge, and suggested that features such as a lower profile, wider shoulders, or solid barriers should be incorporated into the design of a new bridge.

Comment Response

The approach roadways to a new crossing would be upgraded along with implementation of a new crossing in any selected Corridor Alternative. The Corridor Alternatives extend onto the Western and Eastern Shores to account for the approach roadway work that would likely need to occur. The costs of upgrading the approach roadways are included in the cost estimates. The feasibility of adding capacity to the existing bridges or replacing the existing bridges would be studied in detail in a Tier 2 analysis. The design details of any new crossing, including whether it would be a bridge or bridge/tunnel, profile height, shoulder widths, barrier types, and other considerations would be studied in the Tier 2 analysis.

H.2 Crossing Type

Comment Summary

A total of 32 comments, or four percent were included in this category. Commenters suggested that a tunnel or bridge-tunnel option should be considered because it would be less expensive than a bridge, require less maintenance, and be less distracting to drivers.

Comment Response

The type of crossing has not been evaluated yet and would be studied in the Tier 2 analysis along with alternative alignments within the Tier 1 Selected Corridor Alternative. In general, a bridge-tunnel or a tunnel would be more expensive to construct than a bridge. Costs for a bridge and bridge-tunnel are included in the Tier 1 DEIS for Corridors 6, 7, and 8.

H.3 Cost Estimates

Comment Summary

A total of 45 comments, or five percent were included in this category. Several commenters suggested the costs of the approach roadway upgrades were not included in the cost estimates.

Comment Response

The cost estimates presented in the Tier 1 DEIS account for the cost to add new approach roadways and improve or widen existing approach roadways. While the specific roadway upgrades have not been identified, a range of potential improvements from constructing new roadways to widening existing roadways was considered to develop the cost estimates.

H.4 Existing Bridge Conditions

Comment Summary

A total of eight comments, or one percent were included in this category. Commenters suggested that operational improvements, such as congestion pricing, ramp metering, truck restrictions, and lane control strategies be implemented to improve traffic at the existing bridge.

Comment Response

It is not expected that any TSM/TDM improvements as standalone improvements would address the Purpose and Need of the Study because they would not accommodate the projected future traffic volumes. However, the MDTA will continue to evaluate and implement operational improvements where possible. For example, the MDTA is currently constructing an enhanced lane use control system to help manage operations at the existing bridge.

I. Bicycle and Pedestrian

Comment Summary

A total of 54 comments, or six percent were included in this category. Commenters suggested that a new Bay Crossing should incorporate pedestrian and bicycle facilities into the design of the new infrastructure.

Comment Response

A future Tier 2 evaluation would consider possibilities for pedestrian and bicycle facilities to be included as part of a new Bay Crossing. Details such as crossing types, roadway typical sections, alignments, and connections to existing infrastructure would be evaluated in detail for multiple alternatives in a Tier 2 study.

J. Public Outreach

Comment Summary

A total of 16 comments, or two percent were included in this category. One comment was received regarding public outreach for the Public Hearings. The commenter was complimentary of the MDTA's approach to outreach during the COVID-19 pandemic and the concept of the Virtual Information Room (VIR). Comments were received relating to a typographical error on a link to provide comments in one location on the website.

Comment Response

The hearings took place during an unprecedented time and the MDTA took extra steps to ensure that as many people as possible were aware of the availability of the DEIS and the hearings. There were numerous ways to view information and provide comments on the DEIS safely and conveniently.

With respect to the link error, MDTA implemented a correction as soon as the website link issue was identified. MDTA and FHWA also decided to extend the original public comment period deadline for email and web comments by one additional week until 11:59 PM on Monday, May 17, 2021. Notice went out via e-blast to the BCS mailing list, via MDTA social media, and with a banner on the BCS website. In addition, everyone that noted they had an issue received an individual follow-up email to ensure their comments were received. The notices explained that the extension was provided after the email link in one location on the DEIS page on the BCS website, baycrossingstudy.com, was found to be inactive. If anyone used an email link that did not work, they would have likely received a bounce-back reply stating that the email address was not found. The link error did not affect comments previously submitted through the comment form or any hearing testimony given. All other links on the website for providing comments were fully functional.

K. REQUESTS FOR INFORMATION

Comment Summary

A total of five comments, or one percent were included in this category. Requests for information included questions regarding how to sign-up for or listen to testimony sessions, how to access materials on the BCS website; and how to submit comments and requests for presentations from the MDTA. Some commenters wrote to express concerns that they were unable to access information on the BCS website or had other technical questions regarding comment submission or the testimony sessions. Others requested presentations by the MDTA for more information.

Comment Response

Requests for general information such as how to provide comments, how to sign up for or listen to testimony, and how to view the DEIS or other items on the BCS website were replied to upon receipt so that members of the public could fully participate during the comment period.

Meetings or group presentations were not held during the DEIS comment period of February 23 through May 17, 2021 to ensure equal access for all interested parties. Individuals or groups that requested a meeting or presentation were followed up with to offer the opportunity for a presentation after the close of the comment period.

Table A-3: Public Comments

#	COMMENTS
1	I definitely think a third span should go up in the current location.
2	I am strongly opposed to putting the new span of the bay bridge next to the current span. This will permanently increase traffic to this already high traffic area. I believe that all of Maryland will be served better by putting a second span north of the current span To spread out the traffic in the Annapolis area and to help people get across to the Eastern shore faster.
3	Currently a resident of Chester on Kent Island. Does your impact report and recommendations consider the fact that the QA/AA corridor is hemmed in on both ends by Severn River Bridge and Kent Narrows Bridge? In seven years living here, some of the worst traffic tie-ups were not caused by volume, but rather massive accidents on route 50 in Cape St. Clair and on or near Kent island. Please explain how increased capacity in a natural choke point will alleviate these issues other than encouraging more people to drive this corridor. Another natural consideration is the wind funneling at the route 50 area that results in restrictions and possible closures during storms. Again, one incident, with all traffic channeled to one area, causes larger backups. I am also concerned that a tropical storm or hurricane evacuation would result in extremely dangerous traffic congestion. A second bay crossing area would be more helpful to ease the pressure on route 50 crossing better than increased capacity at on natural choke-hold site. I understand cost, ease and environmental impact, but the reality is that route 50 has natural access limitations that additional capacity will not improve.
4	This is at least my second time commenting on the bay bridge proposal. My major concern with the route 50 corridor is its inherent water locked and no alternative road options limitations. Some of the worst traffic tie-ups at the current bay bridge have had nothing to do with traffic volume. These incidents have occurred because the route 50 access between the Severn River and Queenstown, with no available alternate routes, has been the scene of numerous truck spills, fatal accidents, wrong way and other dangerous driving, high wind events... A storm related evacuation of the eastern shore would channel all traffic to this one natural bottleneck. Road closing accidents and weather offer no alternate traffic pattern. And, as my husband says, if you add a bridge here, but still have to deal with the Kent narrows and Severn River bridges, you haven't solved any problems—you've just moved the traffic jam. This is a natural bottleneck and the best solution is to reduce the need for everyone to use the same route. I'm sure you've considered turning the new 301 at the Delaware line to a toll road to discourage so much truck traffic—trucks use this road to avoid I95 traffic and tolls. Have flex tolls on 301 and on 50 to encourage off peak driving. Close the Bay bridge to commercial traffic on Friday pm east bound and Sunday pm westbound. Even build a 4 lane 3rd

#	COMMENTS
	bridge to add adjustable lanes, but demolish the old 2 lane bridge. An extra bonus here would be to leave the bridge ends in both AA and QA as fishing/recreation piers much like old Rt 50 bridge in Cambridge. Funneling all beach bound and return traffic through one choke point will never ease the problem, it will just change it
5	There needs to be another crossing in an alternate location. Bringing a third span into an already overcrowded Annapolis to Kent Island crossing is beyond what the local infrastructure can handle. RT 50 is clogged for hours from May through September rendering the local homeowners unable to leave their homes.
6	Hi, I recommend building a third bay bridge near the other two, but making the new one a comfortable wide and low drawbridge. Many people hate both bridges currently because they are so high and narrow. I would make the new one high enough for normal boats, but have a drawbridge section for the huge tankers and things that don't come through often. The other two bridges are so bad that companies offer to drive people over, and it's rated one if the scariest bridges in the world. Thanks, [Name Redacted]
7	I live in Anne Arundel County, just off Route 50 and not far from the Bay Bridge. The traffic starting on Thursdays and continuing until Sunday is unbearable in the warmer months. Drivers seeking alternate routes even cause traffic backup in my neighborhood. Another alternative crossing is needed. Keep the bridge as is, unless it can be lowered and widened and put ferries in other two locations. Give people options for crossing.
8	It is my belief that the current study unfortunately does not address the future issues adequately if at all. I believe it is necessary to stop the study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Maryland. It is highly likely that another site must be selected that will draw traffic away to the Northern and/or Southern parts Chesapeake Bay. A new crossing must be constructed to offer an alternative to the Rt.97 / Rt.50 corridor that is already overloaded on weekends with commuter, business and vacation travelers. I acknowledge how challenging it can be to start over but it's imperative to note how challenging it will be to face these same issues in the next 15-20 years. Maryland can and should plan for the future. [Name Redacted]
9	Thank you. My name is [Name Redacted]. My address is [Address Redacted]. I live in [Address Redacted], and I also represent the Iron Workers Local 5, union iron worker. And thank you, commission, for allowing me this opportunity to speak today. I am in total support of the new Bay Bridge at its existing location. I am in support of this proposed location for many reasons, but for -- but three most important reasons are the important -- the opportunity for work, the age of the, the other bridges, and the rapid growth of the area. I would be lying if I said I do not have a vested interest in the new Bay Bridge. You see, I am a union iron worker. In fact, I have worked on the existing bridges a total of 8 years of my career. The hopes of working on this bridge means so much to me and other construction workers like me. Of course, the thoughts of making a decent salary without having to travel far is exciting enough. However, any construction worker will tell you that there is a certain level of pride in anything that they've built. Constructing the new Bay Bridge has a level of pride that has not been felt since 1971, which brings me to my next point. The existing bridges are old. The original bridge, the two-lane bridge, opened on July 30th, 1952. The newest bridge, the three-lane bridge, opened June 28th, 1973. There is almost a 21-year difference between the two bridges. It is now 2021. That is almost a 50-year difference between the newest bridge and a 70-year difference between the oldest bridge. Construction material does not last forever. As concrete becomes old it becomes brittle, as steel -- and steel rusts over time. This means that the existing bridges are becoming older, they're becoming weaker. Unfortunately, as they become older, they are handling greater amounts of traffic, and the traffic is increased weight on an already weakening bridge. All the extra traffic means that the population of Maryland and Delmarva is growing. In 1950 when the first Bay Bridge was almost complete, there was almost, there was almost 2.35 million people in Maryland; 1970, it was about 3.92. In 2021, or in 2020, Maryland's population was estimated to be about 6 million. More and more people are moving to the shore. I myself had moved from Charles County to Delmarva over 15 years ago. People love it here, and anyone who lives here on this side of the bridge will tell you it's just a different way of life. However, the Route 50 corridor is a major artery to Maryland, and it's not far from Baltimore or D.C. It allows people from the east side to commute to the west and vice versa. The infrastructure at the existing Bay Bridge is already set up, and so it would not be hard for Maryland to transition to a third Bay Bridge. The need for a new Bay Bridge at its existing location is now. The MDTA is already set up to increase the demands here. Traffic is getting worse daily, so let's get to work on building the greatest bridge this country has ever seen. Thank you.
10	Routes 4 or 5 should be considered to spread out traffic loads thru the small space of Annapolis and Severna park. I would think 4 and 5 would also bring some economic relief to struggling crumbling Baltimore. Really Maryland needs to focus on restoring Baltimore. At present it is a national disgrace.

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11	I favor corridor 6 and corridor 7. The existing corridor 7 has a lot of development near Kent Island. And Kent Island already gets backed up on high traffic days. Corridor 6 will lower commute distances and times to and from the Baltimore area. Whereas corridor 7 would focus more on Washington DC. So I favor corridor 6 over corridor 7 for expansion in order to spread traffic out. We do need another bridge.
12	Are you looking to cross the bay or disrupt the treasured communities and villages of the eastern shore.
13	Please do not move forward with a new bay bridge. Destroying wildlife and environmental habitats ultimately impacts humans negatively. With declined traffic due to the pandemic, which will likely continue on for years to come, a new bridge is not needed.
14	I don't understand why the State does not consider a tunnel from Calvert Cliffs [Calvert Co.] to Taylors Island [Dorchester Co.] This would be a short cross from West to East; it would divert all the southern traffic from DC and be less expensive for the tax payer [I presume] and would not detract from the beauty of the Bay. It seems that most of the traffic is going to Ocean City anyway. Why destroy the rest of the Eastern Shore by diverting traffic on to roads in areas that can not handle high volumes of traffic. The current situation is a Giant Funnel. I do think that it has gotten better with Epass and cashless tolls. The governor and the Dept. of Transportation should be congratulated for easing the current situation. Well Done!
15	The addition of a third span is a very bad idea. There is already too much traffic going over the current bridge structure and our quality of life in A.A. County is being ruined by a torrent of traffic on Rte 2 as they attempt to get to the bridge. Also, any plan to ruin Sandy Point State Park by expanding the bridge in that direction would be a travesty not only to the flora and fauna thriving there, but also the fact that this would destroy the one state park we have in the vicinity which many people enjoy. Mass transit is the ONLY solution, NOT more cars.
16	Build Bridges Now! Much has been written in the Capital, and discussed in numerous meetings, about adding another bridge across the Chesapeake Bay. But there is a distinct lack of vision and courage among our leaders and politicians. As this project has been studied and talked about seemingly forever, the residents of the Broadneck peninsula and Kent Island are faced with decades of snarled traffic and potentially dangerous backups. In addition, the current bridges will continue to require repairs and maintenance. Imagine the traffic nightmare should a catastrophic accident like a tanker truck fire or a ship collision closes one of the bridges for months. Bridges don't last forever. Regardless of any other bridges that may be built, the current inadequate bridges will need to be replaced. We need to go forward now to plan for that eventuality, phasing two 4-lane bridges where the current bridges stand. An additional crossing should be built to prevent reliance on single corridor in Anne Arundel and Kent Island. The best place may be between the Solomons area and Taylor's Island on the Eastern Shore. Connecting roads would have to be built, especially from the new bridge to Route 50 near Cambridge. The new bridge and roads would benefit Dorchester County and the lower Eastern Shore, providing economic growth to this currently depressed area. The "build nothing" option, proposed by some local politicians, is simply unrealistic. It assumes that, in the future, people will use public transit to cross the bay, rather than cars. That fantasy ignores the fact the most people prefer the comfort, convenience, and flexibility of cars. Can you imagine taking the family to Ocean City, with a week's worth of luggage and supplies, on a bus? And let's not forget the increasing amount of interstate trucking now crossing the bridge, thanks to the new Middletown bypass in Delaware. It's time to face the facts, and move forward on these projects. The alternatives are too horrible to contemplate. [Name Redacted] [Address Redacted]
17	I understand the need to reuse existing corridors when possible, however is there the capacity in the approaches through Annapolis and Kent Island? They seem already congested, and lack space to expand.
18	I live down Mountain Road near Angel's market. I routinely cannot get in or out of there because of the amount of existing traffic, school busses, and the frequent accidents that occur on that road. Sometimes the delays are two to three hours or more. It is inconceivable to me that that corridor is even remotely under consideration for a third bridge span. Also there are many environmentally sensitive areas, bogs and the like all along that route because it is very close to the Bay and its tributaries. This plan would destroy all the progress that has been made to keep sediment and pollutants out of the Bay. I hope that you quickly eliminate this option from consideration.
19	As a resident of Severna Park who is all too familiar with the traffic on Rt. 2/ Ritchie Highway in the summer, please do NOT add a third span to the Bay Bridge. The no build option is the only option that makes any sense. While building a third span would, in theory only, reduce the traffic going over the bay, the fact remains that the feeders into that third span cannot tolerate any more traffic. Rt. 2 cannot expand and can already barely handle the volume of traffic it currently has from MD10 all the way down through Pasadena, Severna Park, Arnold, and Annapolis. On the other side, Kent Island cannot possibly handle any more traffic, nor is there any way for more lanes to be

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	added to the island. This would create a MASSIVE bottleneck as at least two spans, and likely a portion of the third on busy summer weekends, would all converge back onto US50 with nowhere for the new volume to go. The only place it will go is back onto the bridge, thus creating three spans of bumper to bumper bridge traffic instead of two. All of that is before factoring in induced travel demand that would result from adding a third span. It is disappointing that the state is not considering adding a mass transit option to crossing the bay. Electric ferries that can transport cars should be explored as an option, with multiple points up and down the bay that can connect east and west without the need for permanent, non-permeable surfaces going over the bay. If the governor is that anxious to have his name slapped on a thoroughfare to his precious Ocean City, why not also consider a rail option with a tunnel under the bay that runs from Baltimore or Annapolis to Ocean City. This option would also decrease the amount of cars that ultimately end up on the island and create less traffic in Ocean City, leading to a cleaner, safer, and more enjoyable vacation for beach goers. We all know this is about Governor Hogan building his Ozymandias, the lasting symbol of his legacy as governor that will stand the test of time. It would be simpler to just rename a portion of one his renovated highways after him instead of building a bridge to a place that cannot afford more traffic, over a bay that cannot afford more pollution, from a suburb that cannot afford more congestion. On second thought, it would be even better to give Governor Hogan a copy of Ozymandias so he knows what happens at the end.
20	yes NEW BAY BRIDGE 3
21	While environmental justice considerations are noted in the draft EIS, and that further discussion would take place as needed in the Tier 2 document, it's worth noting that such discussion appears to be needed for the preferred alternative. The Environmental Protection Agency's EJSCREEN tool (https://www.epa.gov/ejscreen) shows environmental justice concerns in the Parole area for populations of color, low income, linguistic isolation, and lower education (in some cases between the 95th and 99th national percentile). These populations are on the corridor that would see increases in traffic due the preferred alternative. These same populations currently are at the 79th percentile for particulate pollution, the 82nd percentile for harmful ozone, the 82nd percentile for diesel particulate matter, the 79th percentile for cancer from air toxins, the 78th percentile for respiratory hazards, and the 93rd percentile for traffic proximity and volume. The preferred alternative would increase these hazards to this already vulnerable and disadvantaged population, leading to disproportionally high and adverse health impacts. Additionally, the recently published 22nd annual "State of the Air" report by the American Lung Association (https://www.lung.org/getmedia/17c6cb6c-8a38-42a7-a3b0-6744011da370/SOTA-2021.pdf) needs to be considered in the EIS. This 2021 report shows that over 135 million people are living in places with unhealthy levels of ozone or particle pollution. The burden of living with unhealthy air is not shared equally, with people of color being over three times more likely to be breathing the most polluted air than white people. These findings are consistent with the area around Parole described above and are indicative of a current environmental justice situation. The preferred alternative would only exacerbate this current disproportional impact as the action is currently described.
22	As a resident of Tydings on the Bay for over 60 years and a community leader for this location I am completely against the current proposal to expand the route 50 corridor at its current location. I respectfully urge you to please stop the study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Maryland. Our community believes that another site must be selected that will draw traffic away to the Northern and/or Southern parts of the Chesapeake Bay. A new crossing must be constructed to offer an alternative to the Rt.97 / Rt.50 corridor that is already overloaded on weekends with commuter, business and vacation travelers. Traffic issues threaten to expand throughout the year. Government forecasts project increasing volume at (est) 1-2%/year. As it stands now, we currently have difficulty getting to our home when we go out to shop our local grocery and food establishments on weekends. Indeed, we often feel trapped at our house because once we go out the bottlenecked traffic in the area prevents an easy return home. Expanding this current route will only make it more difficult to navigate through the area for tax paying residents. Instead, moving traffic to another location would ease the problems we currently face. The current study was done by omitting many of the important aspects that should be factored into the final selection -- such as effects on related bridges, development sprawl, redundancy in emergency bridge situations, and approach roads. These were not a properly considered part of the study. The current move to finalize the selection of the Broadneck corridor should be stopped. This decision must be made with additional factors included in the study to come to a final decision on the smart/correct alternative site. Additional data must be provided and analyzed before a valid decision is rendered.
23	As a resident in Pasadena, I highly object To any thoughts on putting the bridge and Pasadena Gibson Island. Route 100 is already in congestion crisis many people have gotten killed traffic is unbearable I hope that you reconsider putting it in this area thank you for taking the time to read this email a concerned citizen
24	It just plan stupid to think adding addition span on Rt 50 to the eastern shore. Just more traffic and a larger bottle neck. There should be one that can go south Rt across the Bay or another tunnel could work. Must be thought out further to even consider connecting Rt 3.to Calvert or St Marys.

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25	I would like to comment on the New Bay Bridge Crossing. My opinion is that funneling the entire DMV area to one central crossing area is a bit much to ask of the present road system. Unless you plan on building a 12 lane road system 6 each way the entire length of the Eastern shore to Ocean City and Delaware to handle present traffic and increased traffic that will jam up as 3 bridges feeding into a 3 lane road. My feeling is to cross at another location or even in southern Maryland would spread the traffic out and improve traffic flow. It's like taking a bucket with water and slowly spilling it on the pavement and give it a chance to spread out vs taking the whole bucket and pouring it all at once in one place. The issue I have with traffic engineers and planners the never build for the future just for today. Hopefully this input is helpful.
26	I purchased a home in Bayview at Kent Narrows in January 2019. It is located right at the end of Long Point Road where the new bike path ends. We are gut wrenched at the possibility of any more traffic next to us. We cannot leave or go anywhere on Sundays during beach season. It once took me three hours to go from here to Route 8 on Kent Island where my dog was being groomed. By the time I got there, the store had been closed for 90 minutes, but fortunately, they waited until I arrived to get my dog. Adding more cars to this disastrous mix is not the answer. I used to wait that long to cross the drawbridge to go back and forth to the beach in the mid-1980s. Today, with a new bridge and more cars is just as bad. My question is this: How will the State of Maryland compensate homeowners and businesses when our property values plummet during construction and widening of the 50/301 Corridor through Grasonville to Queenstown? We have invested our life savings already. Talbot County has so much money they will buy their way out of getting the new bridge, and Kent County has already organized against it. We little folks will have to be helped financially to get out from under unsaleable homes. How will Maryland help us? Thanks you.
27	Purple crossing, but connect to existing rte 4, this would divert DC and Virginia traffic away from rte 50. rte 50 is already above capacity during beach traffic times.
28	You are killing us here on Kent Island. These studies are a joke as you were planning on a third span here all along. Another site further south would have been a much better plan even though it would have required extensive upgrades to existing routes, but given all of the DC, Virginia plates that traverse the bridge in the summer, it would have greatly reduced the bottlenecks we experience on our tiny island. I was born literally in the home I grew up in on the island and the overwhelming traffic increase is horrendous. Thanks for nothing.
29	I understand that 7 is the recommended choice. I do however still feel that public transportation that would connect the Baltimore Washington Metropolitan Region [including Annapolis] to the Eastern Shore should be the solution. Tying these cities together and getting public solutions for mass travel over the bridge in group would be beneficial on so many levels. Instead of the eastern shore being a pass through of the western edge towns, they can benefit from being a stopping point/stay over/hangout location. This could bring business to these towns. Then there could be other stops before you reach the ocean side. I think putting way more thought into the future of transportation and using some of the innovative methods, like those used around the world for public travel, could make the region/state of Maryland stand out and offer some really unique benefits.
30	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts

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	of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
31	Action! Action! Action! Not talking, talking, talking. Look at Virginia. They are expanding road 66, rebuilding road 7, extending Silver line. Look at the Maryland side, we are talking, talking, talking.....
32	NO NEW BRIDGE
33	We here in Kent County are dealing with EMPTY School Buildings, a less than adequate local Hospital albeit a GREAT ER, and a total of 5 PRIME STORES that have closed recently, not to mention the restaurants that no longer exist. A Bridge Crossing near or in our County would help solve these problems. First: it would bring young adults with children and that would fill our school buildings. Second: Because the population would increase, there would be a greater need for a more adequate Hospital. WE NEED the BRIDGE HERE!! I say …. BRING ON THE BRIDGE! P L E A S E H E R E !!! Thank you for reading, I remain, [Name redacted] [Phone Number] [Address Redacted]
34	WE NEED the BRIDGE HERE in either Centerville Or Chestertown…. Going through Chestertown with open farm land would certainly make construction costs stay low BUT more importantly it would bring new young families who would be able to fill our now empty school buildings and that would then increase the need for a MORE substainial HOSPITAL . We need young blood and MORE DOCTORS … Help us by BRINGING ON THE BRIDGE HERE!!!

#	COMMENTS
	From [Name Redacted] [Email Redacted] [Phone Number Redacted] Sent from Mail for Windows 10
35	Our concern at the Stonecrest over age 55 community is about the construction period and the associated access roads like Ritchie Highway. We have an initial series of questions which may be outside the Tier one study scope but which we want to pose now and which we think need to be answered in as much detail as is available: 1. How much wider will 50/301 be when finished? 2. When will they start construction and when should it finish? 3. Will they be working at night and what level of daytime noise should be anticipated? 4. What will the impact be on local roads like College Parkway, St. Margarets Rd, Bay Dale Drive, and Richie Highway during construction? We have seen the impact of reduced traffic flow on Route 50/301 on a tertiary route like Jones Station Rd in the past year resulting in backups from Bay Dale Drive to Church Street last summer. 5. Will they be doing anything to increase capacity on Ritchie Highway to compliment the work on the bay crossing? 6. Will there be a community liaison person assigned that we can go to if there are problems?
36	Hi, my name is [Name Redacted], I live at [Address Redacted]. That's [Name Redacted]. I'm representing the Stonecrest Community in Arnold just off the intersection of Bay Dale Drive and College Parkway, about a mile north of Route 50/301. We're an over-55 and over community. We see the firsthand effects of the current level of congestion in our area due to the lack of capacity at the current bridge crossing. We also generally concur that focusing on the existing corridor will have the biggest positive impact for the least expense on the current levels of traffic, not only on Route 50/301, but also on the corresponding -- also the corresponding backups on the smaller roads in the neighborhood surrounding the current corridor from Annapolis to the bridges. To this point, we have questions and suggestions which we'd like to see addressed in the next phase of the project. One, how much wider will 501301 be excuse me, 50/301 be when finished, and will it actually solve the problem for the long term. Second, when will they start construction and how long will it take to finish? Will there be incentives for the contractors to finish on time or earlier? Three, we're concerned about the road construction noise levels and are opposed to any plan to work at night. Additionally, what will be done to mitigate the level of daytime noise associated with construction? Fourth, what will be done to preserve existing vibrant neighborhood businesses and restaurants along the corridor during construction? Fifth, what will be done to manage the impact on local roads like College Parkway, St. Margaret's Road, Bay Dale Drive and Ritchie Highway during construction? We already see the impact of reduced traffic 50/301 manifest itself with long backups on the tertiary roads like Church Street and Jones Station Road as people look for shortcuts whenever the main route gets backed up. And we suspect and when construction starts of this magnitude it's likely to be backed up quite often. Sixth, the project must include specific actions to increase the long term capacity of Ritchie Highway and other feeder roads like College Parkway, and Bay Dale Drive concurrent with the work on 50/301. Finally, we suggest there should be a specific community liaison person assigned to each community for the length of the construction period to whom we can go to with there are problems that need immediate attention. Thanks for the opportunity to comment on the project. I and the members of the Stonecrest Community urge you to take action on these suggestions and to mitigate the impact and disruption on local residents this project is likely to cause.
37	None of the options available will divert enough traffic away from the existing bridges. The traffic is a nightmare at any point of day or night, weekday or weekend! The option of the Sandy Point bridge is the worse of the three poor choices. Residents fight backups just trying to leave or return home now! I wish there was an option coming from Southern Maryland to Cambridge. That would divert traffic!
38	Hello - I was born and raised in Salisbury, went to the University of Maryland in College Park and now live in Bethesda, MD. My mother lives alone in Salisbury and I visit her about once a month. I am a frequent user of the Chesapeake Bay Bridge. I hate driving, it's miserable, boring and dangerous. I would love if there was any other way to travel back home such as Rail or Rapid Bus Transit. The fact that only a car bridge is being considered is a shame and I'm wholly opposed to it, I would rather sit in traffic than watch the state spend billions on a boondoggle bridge. Build mass transit, it's what the people want. Imagine if you could take a train from DC/Baltimore to Ocean City. That would do more to solve beach traffic than just about anything.
39	It will be another way to get more money out of Marylanders bottom line. Our state is in dire straights over this so called virus and you all want to spend more of our tax dollars by building this bridge? I think it could wait for a few more yrs and let Maryland get back to happier times. No wonder people are leaving the state. I cannot wait to move from here. All Maryland politicians do is spend, spend and spend! Take care of the people of Maryland!
40	I am opposed to the MDTA's selection of the Route #50/301 Broadneck Peninsula location for the 3rd span of the Bay Bridge because the Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other

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	than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. How can a decision be properly made without these two critical impacts fully detailed and discussed? Please have this process reconsidered.
41	I am in favor of building a new bay crossing from Pasadena to the eastern shore. The Corridor 6 option will free up a lot of traffic and really help people in the Baltimore area and beyond. It also appears to be a lesser span which hopefully would also cost less money. [Name Redacted] Baltimore, Maryland
42	Beach traffic already impedes local traffic in many areas along Route 50. Not only would another bridge exaggerate current traffic problems, it threatens a way of life -- the very reason tourists come to visit the shore in the first place. Ocean City sits on a barrier island -- who can predict what kind of devastation a massive storm might inflict? We need to focus resources on projects that have a certain future, and where the need is greatest for the most people.
43	Dear Sirs: My computer gave me a message saying your "baystudycrosssing.com" site was malicious, so I was reluctant to go further in that direction for information. My husband and I support a no-build option for an additional bay span at this time. Covid has taught us that driving/commuting in the future may be quite different from what we currently project it will be. New technologies may well be available down the pike. Another bridge at the current location would only magnify existing traffic backups in Easton, Cambridge, and elsewhere. It would impact sensitive environmental areas and park lands as well. Please do not give further consideration to this project. Sincerely, [Names Redacted] [Address Redacted]
44	Please build a new span. Heavy traffic makes the current bridge not safe. Also, we need to be able to handle more traffic on U.S. 50 in coming years. It seems like a new span near the current ones makes the most sense to me. It seems like the new span could maybe be a reversible span that could switch directions to better speed traffic flow. Thanks and Please Hurry with the new span! Waiting in huge traffic back-ups at the bridge is not good.
45	I agree with County Executive Pittman and I am disappointed that more consideration wasn't given to the no-build option. I see that changes like electronic tolling and telecommuting should be considered in the AKRF study. It is too early to make a determination but work from home is here to stay for my company and I am betting many other companies as well. The environmental impacts when added to the noise pollution and congestion on the tributary roads leading to any new span are going to be a high price to pay. We are wasting taxpayers' money if we go into the next phase of the study.
46	It would be super smart, green-friendly, and all around useful to have a separated bike/pedestrian lane on any new or renovated span of a bay bridge crossing the Chesapeake. Imagine the support of having folks on the eastern shore right by the span for tourism. Walking or biking the bridge from there and then spending time in the area!
47	Routes 6-8, the final considerations absolutely cannot be a consideration. As an Eastern shore native, having grown up in st michaels, it would be a detriment to one of the last great pristine areas left. I've lived in the UK, Boston, Florida and now Baltimore and traveled the world. There is nowhere like the shore. Its natural wetlands, habitat,

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	peace and quiet. It's what its residents love. That area is valued for its safety and beauty. Tourists travel there for its quaint feel and serenity. As much as id love to hop from crofton to st michaels in 15 minutes, the damage it would do would be a sin. That area is NOT equipped to handle that amount of traffic, and making it equipped would destroy it. Everything that area is valued for would be gone. Everything on the western shore has been overtaken. People love st michaels and easton because it hasnt been. No one wants their farm next to a major highway with noise and traffic and pollution. The last beautiful areas in maryland that we have left are all there. We would be damning ourselves to even touch it. No matter where i am in the world or how hectic life gets, the shore is my peace, my safe haven and my heart. As it is for all who love it and grew up there. The property i own there is something i hold sacred and would never sell. In the summer rt 50 is a dread for shore natives. If that was in our backyard, wed be sick. It would destroy the habitat, the safety, the beauty and the entire feel of talbot county. Add a 3rd span if needed but leave the shore as it belongs please.
48	Maryland needs to consider a third span with physical security in mind. Since there's only two crossing points on the bay, each over 100 miles apart, a third location needs to be considered, preferably midway between the two crossing points, perhaps in the St. Mary's county region to offset traffic, especially, from the DC region, and to provide an intermediate crossing point if one of the other two existing crossing points becomes compromised. [Name Redacted] [Address Redacted]
49	Has any consideration been given to putting this money toward self-driving cars or creating a “self-driving lane”? By the time a new bridge has been completed, these vehicles will be fairly common and will ver likely ease congestion on our existing roads. Please think about this as an integral part of infrastructure planning.
50	I live off of college parkway. Fortunately closer to route 2. I still get frustrated with the traffic jam of folks trying to “skip” ahead of traffic on their way to the beach. Has any study looked into closing the 50 east ramps that run off of bay Dale, St Margaret’s and Busch’s frontage road Friday afternoon through late sat night? [Name Redacted]
51	So far, the discussions regarding traffic and congestion have referred primarily to the western shore. Apparently no one has considered the impact of more cars and traffic on the Eastern Shore. Aside from developers who want to exploit the farmland on the Eastern Shore and create more sprawl and destroy valuable agricultural lands, and State government who want to get as many people as possible to the beach so they can reap those taxes, there is no grassroots demand or support for another bridge. We are already having to contend with crazy drivers speeding, driving aggressively and running red lights in their rush to get to the beach. The noise from Route 50 is deafening. Fast food joints and gas stations are proliferating. Our lovely small towns and communities are being overwhelmed with traffic and struggling to compete with “Highway trash”. We don’t want or need another bridge. The two we have already are too much. We want to preserve the Eastern Shore as the rural, agricultural and beautiful place it is before developers, traffic and the vacation hordes destroy it forever.
52	The people of the Eastern Shore should not be subjected to the negative consequences of another Bay Bridge span that dumps onto Kent Island or anywhere on the Mid Shore. Who are the people who are pulling the strings to pursue this horrific idea? Greedy builders and developers? Greedy government that wants to assure more money generated from Ocean City taxes? We (residents of the Eastern Shore) should not be the sacrificial lamb to further those ambitions. Nor should phony self-serving statements regarding traffic congestion on the Western Shore be used as justification for the huge expense another span would incur. If you really want to reduce congestion approaching the Bay Bridge, create a crossing from Southern Maryland that would divert Washington and Virginia traffic from using Route 50. The Mid Shore neither wants nor needs another bridge span. This boondoggle is all about financial greed, and is a misuse of public funds.
53	Do not build a bridge anywhere near corridor 6. Do you realize that one accident on rt 177 causes MAJOR DELAYS for people in both directions? With only one way in and one way out, starting at Woods Road off 177 .. this is terrible idea . Please stay away from 177 and Gibson Island ..
54	This project has been delayed far too long. The only place to put the new bridge is on the south side of the original two lane bridge. It needs to be three to 4 lanes and dedicated to eastbound traffic. The current westbound span should be dedicated to only westbound traffic with the current 2 lane bridge used for overflow traffic in either direction. This option is the least expensive to implement and will cause the least disruption in the environment.
55	To whom it may concern, Building the new span of the bay bridge through corridor 7 seems to make the most sense. First, this would utilize existing infrastructure (highway access). Second, it would limit impact to existing communities. On the other hand, building through corridors 6 or 8 would drastically impact the local communities. Specifically, in

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	my community of Pasadena it would destroy the current communities, negatively impact countless businesses along Mountain Rd., and bring increased traffic down the Route 100 corridor which is already very busy. Construction in this area would also displace countless residents, decimate property values, and result in highway construction through countless acres of beautiful wetlands/forests/waterways. Ultimately, this would destroy the nature of our community. As a citizen of this state/community, I wholeheartedly request that corridor 7 remain the only feasible option for future bridge building. Respectfully, [Name Redacted]
56	It is obvious why the existing RT 50/301 site is preferred by the politicians; it is the narrowest point of the Bay and that means less cost. It is a wrong choice !! That corridor is already overloaded with traffic. The Severn River bridge is already two narrow and is a [Offensive Language Redacted] to drive across.
57	The proposal to bring even more traffic to the Broadneck area is just ludicrous. The current warm weather traffic alters the lives of every person that lives in this area in a very negative way. I have an elderly father on the other side of the bridge, weekend traffic stops my ability to go to him in any kind of emergency because of the parking lot on Rt 50 in front of the neighborhood I live in, Cape St Claire, not slow traffic but STOPPED traffic! This is a beautiful area to live in but the traffic brings unsavory people to this area and crime increases in the warmer months as people pull off Rt 50 and take advantage of the local people and businesses. I beg of you to take the time and funding necessary to make the RIGHT choice not the lazy or easiest choice. Frustrated Home Owner in Cape St Claire [Name Redacted] [Phone Number Redacted] [Email Redacted]
58	A suggestion would be to have a tunnel rather than bridges. Could a 6-10 lane bridge be engineered? This could reduce the wind restriction limitations that hinder many commercial travelers.
59	I support the third crossing near the current two spans in Annapolis Corridor 7.
60	Please do not add onto the current Bay Bridge Route 50/301
61	I think a span should really be considered from Southern MD (Lexington Park area) over to Eastern shore so it will allow for easier access to VA.
62	This preferred alternative may be the easiest for the state but a really bad idea for this area. The traffic across the bay needs to be spread out. The best solution is north or south - a span north of Baltimore should be considered or even in Virginia.
63	Dear Governor Hogan, Driving on the Broadneck Peninsula becomes exceedingly difficult on Fridays during the summer, as you may know. The main artery, Route 50, is gridlocked for miles, and pace slows even across the Severn River Bridge and around Annapolis. Drivers from Virginia, DC, and PG / Montgomery Counties unduly impede the normal lives of Broadneck residents. Much worse is the fact that some of these unscrupulously and illegally move to local roads (College Parkway, Whitehall Rd, St. Margaret's Rd, etc.) in an attempt to bypass some of this traffic. This makes residents unable even to move from their homes to other local destinations. It is infuriating to see College Pkwy backed up for miles with VA, DC, and non-local MD drivers, who are breaking the rule that these roads are for local use only. Yet the Bay Bridge Crossing Study has not even considered this problem, or how it could be solved. Why was this issue ignored? The Bay Bridge Crossing Study was in many ways inadequate, and your declaration that the next bridge needs to be at the same site came out-of-the-blue. Why are the needs and rights of communities of the Broadneck being trampled on? Why can't another MD county or location share the burden of providing transit for the Ocean City commuters? In my estimation, this evaluative process needs to be extended, not terminated. More considerations must be added to the deliberative process. Residents of the Broadneck Peninsula deserve to have solutions to existing summer traffic problems, not a new bridge to bring hundreds of thousands more to the limited transit capacity of the peninsula. I hope you will stand up for the voices of Broadneck residents, and support a more complete and inclusive extension of the Bay Bridge Crossing Study. Thank you for your time, [Name Redacted] Cape St. Claire,Broadneck Peninsula

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64	I agree with the MDTA recommended corridor - to put a new bridge in Corridor Seven - • Follows existing road network along US 50/301 from west of the Severn River on the Western Shore to US 50/301 split on the Eastern Shore. Includes location of existing Bay Bridge. I do not see how any of the alternatives make better sense.
65	Do IT!
66	I do Not like the location you picked for a third Bay Bridge. You will be long gone & the locals will have to live with your choice. Let the citizens pick the area for development. The are by the Bay Bridge is supposed to be a park for the people.
67	Hold on Hogan, this is not the smartest thing to do for the citizens of Maryland. Adding a third bay bridge in the spot of the first and second is only going to compound the back ups, the restriction for emergency services to help residence of Maryland either on the east side of the bay or the west side of the bay. Are you not concerned with people and well-being? now let's consider the volume of people going over that bridge there's got to be a better way a greener way to help the planet and the people of Maryland not the people who only want to get richer from bad decisions that it will affect the taxpayers of Maryland. Sincerely, [Name Redacted] [Address Redacted]
68	Do not build a a crossing site from Pasadena (Mountain Road) to the eastern shore. You would be adding a tremendous amount of traffic on an already heavily traveled thoroughfare. Not to mention that there are 4 school located on Mountain Road that this would severely effect. This is poor planning and poor investigative work if this is the only option that you can come up with. With already having the Bay Bridge in Anne Arundel County another county to our north would benefit better from a crossing site. You will make Anne Arundel County a horrible place to live an loose residents therefore losing your tax revenue. Think again and come up with a different plan. [Name Redacted] AA County resident
69	Putting a third span in may seem like a good idea, however if you do not expand RT. 50 from RT 301 to the bridge and remove the RT450/RT2 exit you will just bury the Broadneck Peninsula in traffic. The 40 minute drive from Beltsville to Cape St. Claire already takes over an hour on most weeknights and most Thursdays and Fridays during the spring, summer and fall months it can take 2 hours or more. So please, we are bugging you to use the RT4 plan of a bridge or tunnel. We don't need more traffic in the Annapolis area.
70	Adding a 3rd span at corridor 7 would most definitely not decrease traffic at the bay bridge on either side. In fact, adding a third span would only invite more traffic to the existing sides and thereby increase it. It makes more sense to spread the traffic out to either corridor 6 or 8 so that the existing spans handle less traffic. Yes, additional access highways will be needed for corridor 6 or 8, however adding a 3rd span from Cape St Claire to Stevensville will require widening of 50/301 as this highway cannot handle the existing traffic as it is. Furthermore, the gridlock of traffic that results from 50/301 being overloaded in Annapolis, Stevensville, Chester, Grasonville, Queenstown, etc is completely unacceptable during summer months. Back roads get jammed up and EMS/police/fire personnel cannot get to people in the manner needed to do their jobs. Hundreds of thousands of residents are forced to stay home and as they cannot leave home unless they want to be stuck in traffic for hours. All of this can be alleviated with a new span at corridor 6 or 8. I highly suggest MTA work to overcome whatever obstacles those prevent as corridor 7 is not as appealing as it may appear.
71	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has

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	been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by there entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full compliment of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
72	Bay Bridge Study comments The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having

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73	BAY BRIDGE LOCATION The public's final chance to comment on the selection of the corridor for another Bay crossing ends Monday 10 May 2021. Residents of Anne Arundel County, the Broadneck Peninsula, and Queen Anne County are the most affected in the 13 County NEPA study area that focuses on the selection of Corridor #7. Anne Arundel and Queen Anne's Counties is selected as the finalist in this Record of Decision (ROD), then the Queen Anne's County and central Anne Arundel County in the Route 50/301 location will be the site where the bridge will be built, now or in future decades. The Tier 1 NEPA study that was done is fundamentally flawed, in that it has not considered any analysis concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. The study did not indicate whether the proposed bridge would be a replacement bridge, or a parallel and additional bridge. The criteria presented in developing the objectives of the long-term impact of selecting the existing corridor in the Purpose and Need Statement have not been sufficiently developed to execute a FEIS/ROD and exclude all other corridors. A study of all the costs of the approach road corridors on either side of the potential crossing sites is needed. These important roadways/highways that feed traffic to and from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in the NEPA DEIS Report. The Purpose and Need statement requires the overall evaluation of the favorable and harmful effects on the region, our State Capitol, the value of having multiple avenues of access across the Bay The communities in the selection corridor deserve to know and understand what will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 South, Route 8, and many

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	other roads? For communities near the current US 50/301 on the Eastern Shore, and those communities near Sandy Point, Cape St. Claire, St. Margaret's, Arnold, and Annapolis what is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? Stop the Tier 1 NEPA until all critical components have been evaluated
74	- I'm very in favor of a new wider bridge as soon as possible. The traffic is already terrible and is unbearable when work is done on the aging bridges. It is critical to commerce and the economy of the entire state. The AET helped, but it has not been enough. Here we are in March, and there have been back ups already nearly every Friday weekend. - You reference a 2020 Electric Ferry Study, but it is not provided in the previous study section of the website and there is no link in the report, like the other studies. Please provide the Electric Ferry Study, since this is an important issue. Make the Appendix A link more clear throughout. - DEIS 3.2.1 - The statement "Some or all..." is ambiguous. Please more thoroughly evaluate variable tolling in Tier 2. - Table 3-3 - The traffic analysis report talks about the traffic study being for typical traffic and not holidays and other higher periods. The Bay Bridge is really terrible on holidays and during accidents. Without these periods, I think it paints a really incomplete picture of how bad things really are for drivers and the neighborhoods around the bridge. The hours of lost time are way worse that what Table 3-3 is showing, when you factor in actual conditions. A new bridge is needed now, not in 2040. - 3.3.1 - when it talks about future studies for the TSM/TDM options, is a full NEPA Tier 2 study needed for these options, if they are studied separately. The use of the term study seems to have different meanings, so I think the public should know how much is involved to do variable tolling. - Tab. 5-1 - seems to only make sense if a new bridge is built and the old bridges remain. Then I can see why traffic splits so sharply. However, other places, like the 2015 LCCA report seem to imply a new bridge would replace the existing bridges. If a new bridge replaces the existing, then it seems like all of the traffic would go to the new bridge in corridor 7. Ultimately, the analysis is too focused on improving the existing bridge vs. a regional traffic network approach. A corridor 6 bridge would improve conditions on I-97, I-95 and the greater Maryland region, pulling cars away from the corridor 7 area, and in a way that this report does not address at all. Please consider a broader view of traffic be considered instead of only improvements local to the existing bridge. Corridor 6 would provide a backup route for the existing bridges. Recent events with the guy on the bridge cable, shows that any time something happens at the existing bridge, the whole region suffers from the lack of alternative detour routes. A true 2nd crossing would spread the traffic over the state and provide for redundancy in the system. Unfortunately, the traffic analysis does not consider the bigger regional traffic picture, and it does not include the numerous events that are happening at the existing location, like maintenance work closures, accidents, wind warnings, etc. that impact traffic very regularly. We need a true regional alternative and approach.
75	A northern or southern span makes the most sense. Please, please whatever you do, do not add another bridge at the current location. Traffic is so bad in broadneck and on kent island it impacts everything we do on the weekends with our ability to work around traffic.
76	As a long-term resident of the eastern shore if they add to the bridges at the current location there should be some thought about doing an elevated expressway across Kent island across Grasonville to the route 50 / 301 split with exits at Route eight and at Grasonville and then merge at the 50 301 split in order for locals to be able to move around freely Without being encumbered by all the transient traffic I see it is the only way to fix future problems of adding another bridge with more traffic

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77	I have the following concerns about this project specific to the Corridor 7 alternative. 1. Although this is being called a third crossing, it actually will be a replacement for the 1952 bridge due to the extended analysis, funding acquisition and building nearly coinciding with the older bridge's end of safe life. Call it what it is. 2. Build the third crossing in an alternate location away from the already overloaded Route 50/301 corridor. In the interest of risk management, especially in regard to the safety and security of Marylanders and others who must cross the Chesapeake Bay, another location would be prudent. If there were a significant event - which is not hard to imagine in this era - such as a security incident in the Baltimore or metropolitan DC/northern VA area, or a major weather or hurricane along the coast, there would have to be an evacuation route away from the threat or incident. Rather than funneling all traffic through the existing Route 95 or Route 50 and 301 highways which are routinely bottle necked by bridges and lane restrictions, add another bridge in a new location that will improve significantly the capacity to move people efficiently and effectively. With climate change's new weather patterns, heavy storms and hurricanes are increasingly likely in this region. Security is never assured despite the best efforts of the national security/national defense system. Adversaries are getting more creative and emboldened, 9/11 may seem to be an outlier, but it is not, as proven by increasing domestic terrorism and foreign radicals who still hate Americans. Maryland needs to be prepared with the infrastructure to handle these threats, which must include safely moving those who have to leave as well as the first responders who must get into the areas of impact. Any alternative location away from Corridor 7 will lessen the day-to-day traffic burden in the Broadneck region. 3. On the western shore, the Route 50 Severn River Bridge cannot be expanded further so even if lanes are added going across the Chesapeake Bay, the thruway to it will remain increasingly congested, based on estimates of future vehicle traffic. It is not probable that the Corridor 7 alternative will become a smooth flowing thruway given the land and water constraints on the western shore; the eastern shore is less developed but largely because of the ecologically fragile environment on both sides of the bridge terminus. A third crossing would harm the quality of life and pristine shores on both western and eastern shores. 4. Whitehall Road, currently exit 31 from Route 50, ends at the historically remarkable estate "Whitehall" built in 1764. This property was designated a National Historic Landmark in 1960 and placed on the National Register of Historic Places in 1966. It is one of the finest remaining examples of Palladian-style Colonial architecture. Located one mile from Route 50, it is rather alarming that this site is not mentioned or identified in the DEIS. Furthermore, Whitehall Road itself was named by legislative action in 2006 a "Designated Scenic and Historic Road". Anne Arundel County considers Whitehall Road as a Class 1 "Preservation Road with the highest scenic and historic integrity." Both the estate and the road will be adversely impacted by a third crossing in Corridor 7 which is assuredly going to change the entrance at the road, encroach on part of the road, and increase noise, air quality, and access. Other general comments on the process you have used. 1. I dispute your claim that there has been sufficient public outreach. Most of the users of the routes across the Chesapeake Bay do not live where they typically would read the local newspapers, Washington Post or Baltimore Sun. You have not adequately captured feedback from a sizeable percentage of the users because they are not aware that this is on-going. Furthermore, your recent public sessions were quite strange in that the pbulic could not get any answers. The listening sessions would have been better attended if the public could have been afforded another question and answer opportunity. The earlier public meetings were held at such a preliminary stage that the public did not have enough information to fully understand what you were considering. The Governor's statement that he would only support the Corridor 7 alternative prejudiced the entire process and over politicized what should be a carefully constructed fact based, science informed study. The local public is disheartened that the facts don't seem to matter. 2. Priority Funding Areas are intended to support future growth. Future growth is neither desired nor needed in the region of the Corridor 7 alternative. Future development in Anne Arundel County is not wanted by the locals; we are exhausted by the existing congestion, especially in the Broadneck Peninsula that is in the bull's eye of Corridor 7. The certain loss of our local access roads to the new construction will eliminate a vital option to navigate the bridge traffic. Emergency response is already jeopardized with no assurance that adding a third bridge here will ameliorate the conditions. I agree that a third crossing is vitally needed, but not in Corridor 7.
78	Refer to subsequent section for scanned letters and email attachment comments.
79	Okay. My name is [Name Redacted]. My address is [Address Redacted]. I thank you for the opportunity to share my thoughts. While I understand the need for additional Bay Bridge, I would like to ask that the Northern option in Pasadena be eliminated. I live in a family home on the North Shore of the Magothy River near Grays Creek. So, I've spent a time swimming in the river in the early '60s when I was a child. In those days, the seaweed was so thick and tall that it tickled your belly until you swam out past it. There was a huge -- there were huge soft crabs in the grass, so thick that kids went door-to-door selling them to homeowners, like my aunt, perching their little holes in the mud to sleep and they were allowed to heal. When my cousin was little, she said there were so many ducks on the water

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	that when they took off it scared her. And then there were quail. They crossed the road when my aunt's community was first developed and the roads were dirt. Much of the above is now gone. With the blockage of Gibson Island causeway and the Magothy's narrow entrance, it is not a river that flushes easily; meaning, the toxicity of development in its watershed only worsens. Many years ago, when a marina was proposed at Mago Vista, a study determined that unlike a rapidly flowing river, the Magothy River only turns over when its water, only turns over its water, every 10 years, so the marina was not approved. If the new bridge and its roadway were built in this watershed, what were those impervious surfaces do to the water quality? How will the river cope with the runoff of oil and chemicals from exhaust, and heaven forbid an accidental toxic spill? The river is struggling now and cannot clean itself sufficiently to handle this load. I should also mention that I was formerly a volunteer at Hancock Resolution, so I'd like to read this last piece. I also ask that the Northern route be eliminated on behalf of a 1785 farm called Hancock's Resolution that stands at the end of the peninsula adjacent to Bodkin Creek. This little farm has been in the same family since the revolutionary war, when a revolutionary war hero fought in Yorktown, came back and built this stone farmhouse. For over 20 years, community and family members have fought to make the farm a working museum, and finally it has become a county park. One aspect that makes this 18 -- 1785 farm special is that it has been undisturbed over the years, with little encroachment of houses, with a few hidden houses away behind distant trees. To visit the farm is like going back in time where you can glimpse life as it was on many farms in Anne Arundel County in the 1800s. If the northern half of the bridge is built just south of the farm on the south bank of Bodkin Creek, the roar of traffic and the possible site of the bridge would degrade the value of this rare restored property. So, again I ask the Northern option be eliminated. Thank you, very much.
80	Please do NOT approve a third Bay Bridge Crossing. It is not good for our county, our environment, or our quality of life.
81	Best place would be Pasadena.... catch the Baltimore crowds...
82	A new span in the same location is the last possible choice. It: *will eventually require widening Hwy 50, thus further overwhelming Annapolis with traffic and highway mass. Quality of life will erode further and ruin this historic town (already is HIGHLY impacted). *is strategically irresponsible to put all traffic in one location should something happen (example -- barge accident hitting a piling) A new span in a different location(s) -- for example Baltimore and/or Southern MD -- would: *reduce load on the Bay Bridge *reduce load on roads leading TO/FROM the Bay Bridge. This does not mean just roads near the BB, but also in the area where a new span might be (Baltimore, Southern MD, etc). The road miles traveled would be drastically reduced. THESE SAVINGS (ROAD MILES TRAVELED AND DOLLARS) SHOULD BE ACCOUNTED FOR IN STUDIES. *be strategically sound should something happen (see above) A new location will take longer but federal help in fast tracking should be pursued. IT IS WHOLLY UNFAIR AND UNJUST TO BURDEN ONLY ANNAPOLIS AND KENT ISLAND WITH MARYLAND'S ENTIRE CH BAY CROSSING. Baltimore, eastern shore, and Southern MD areas MUST DO THEIR PART. FERRY -- ferries should be considered in remote areas. A single vehicle to/from remote areas, by definition, creates a lot of road miles but just for one vehicle. Ferries are relatively quick to implement. They are not the whole solution but a part of the solution. Thank you
83	Thank you. My name is [Name Redacted]. I live here on [Address Redacted]. And I'm speaking tonight on behalf of the Board of Directors of the Kent Island Heritage Society. I'm involved in a number of other organizations, but the Heritage board felt very strongly about making a statement tonight. And I stand in opposition to the recommended corridor 7, a new Bay Bridge adjacent to the existing Bay Bridges for a variety of reasons. I have to say I've read Dave Humphrey's written comments, and although none of us are traffic engineers, Dave's comments make sense. When many of our members looked at the Tier 1 study, and the rationale that went into it, some of the fairly smart and well-educated folks, not engineers though, stepped back and said, this just does not make sense. We've got two bridges there. Why doesn't the state put the emphasis on maintaining those bridges? Repair, expanding those bridges, or replacing those bridges reasonably and not putting up a whole new bridge above the current two bridges? Doing that would take out a huge swathe of the Sandy Point area, precious land over on the Kent Island side. It would jeopardize historic Stevensville on the National Register of Historic Places. The Stevensville cemetery, and basically the economic core of Kent Island, it would gut Kent Island. When we look at this so-called corridor, it's a, a mile North and South, two miles wide, of existing Route 50. Exactly where it would go, what comes through, is -- well, trust us. You know, that will be decided in the Tier 2 process. You know, those of us involved in knowing about Kent Island's history think back in World War I, and we preserve that memory here. When the war department wanted to take the entire island of Kent Island and turn it into a proving ground, the island residents stood up and said, not here. It just does not make any sense. You know, where that proving ground ultimately went was Aberdeen. That could have

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	been Kent Island. Some of these decisions just don't make sense. So, our very strong recommendation is to go with the "no build" option right now. If this is all we got, no build is the only answer. We'll be providing a more detailed written statement, but we look forward to continue working with MDTA in the future on the challenge. Thank you.
84	Refer to subsequent section for scanned letters and email attachment comments.
85	Many complain that the Eastern Shore is becoming or has already become too crowded and too developed. Many remember the "good old days" when the shore was largely farmland and had a very low population density. The amount of growth on the shore has indeed been significant over the last 50 years. As a resident of the Eastern Shore, I feel the growth should continue and that transportation infrastructure should absolutely not be a limiting factor. Infrastructure as a limiting factor lowers the quality of life for everyone. The limiting factors on growth should be deliberate such as environmental protection and preservation, housing affordability and availability, and the general strength of the local economy. I've heard people say that the "new" bridge (referring to the 3-lane westbound span) should never have been built. I strongly disagree with these people and feel that better connectivity to the rest of the state is necessary. There are many reasons why people chose to live on the Eastern Shore. I feel that most of those reasons can and absolutely should be preserved. However, I do not believe that preservation via isolation is a viable approach. Preservation of the shore and the shore way of life must be deliberate. Relying on a significant bottle-neck to transportation as a means of preservation only hurts people on both sides of the bay. The population of the Eastern Shore will grow and will likely grow significantly over the next decade. The MDTA needs to be positioned to enable that growth and improve the quality of life of all people who live near the Chesapeake Bay. I recognize that the design of the new bay crossing was not within the scope of this study but I would like to add in a few observations regardless. After many years of crossing both current spans many times per week, I've noticed a few patterns that I believe can be addressed with a new design. Despite the added cost, I believe a bridge/tunnel design would be superior to another suspension bridge. 180-foot-high suspension bridges are scary which means drivers slow down causing delays. They are also, unfortunately, targets for suicidal individuals. Wind and other weather phenomena routinely disrupt traffic flow on the current spans. If a new suspension bridge is to be built, I believe every effort should be made to keep the bridge straight (or at least a very large radius curve) as curves cause drivers to slow down. Also, overhead structure within a certain distance of the roadway should be avoided as it, again, causes drivers to slow down. Pedestrian and bicycle access is also mandatory. A continuation of the cross-island trail would be a significant boost to the quality of life of people all around the area. Perhaps the original 2-lane span could fulfil this purpose if a new bridge/tunnel is constructed.
86	Good Afternoon I completed reading the studies and wish to comment on Option 6. It is incredible that this option remains under consideration. The RT. 100 to Mountain Rd corridor is a single access road with dead ends at Gibson Island and Pinehurst. As a resident of Cedarwood Cove for 36 years, I can say unequivocally that we are already at risk. We have reduced daily 30 minute rolling backups with a third lane and directional arrows, with some improvement but many accidents/ close calls. I affectionately refer to the middle lane as a "kamikaze lane." Any storm/ tree damage or accident can block our only access in or out of the peninsula. Once past Woods Rd, all residents are potentially trapped. In an isolated emergency, the patient has no hope. In a large evacuation, such as hurricane, the only remedy would be to go to a school. Remarkably, nothing has been done to remedy this risk. So what do the planners present? Option 6... to increase traffic on this road to accommodate travelers to and from the Eastern Shore. Option 6 endangers the residents of our peninsula while risking further slowdowns. The disturbance related to road "improvements" will impact critical areas draining into the Bay's tributaries and will do irreparable harm to an ecosystem already under stress. The cost is higher than option 7. I urge you to reject option 6. I agree with others that cite that electronic tolls and Covid related telework have reduced the short term need, but we are charged with long term planning. Thank you for hearing my comments. With regards [Name Redacted] [Email Redacted]
87	As a commuter that traverses the Bay on a regular basis, I would deem Corridor 8 to be the most logical. I would also suggest a continuation of I-97 to tie into the terminus on the Western shore. By allowing travelers an expeditious and convenient way to travel to points North and West of Annapolis, this would alleviate traffic on the existing span.

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	Furthermore, this will keep vehicles away from Kent Island where the current route 50 infrastructure cannot handle increased vehicle traffic, especially a narrowing of the freeway east of the Kent Island bridge and the juncture of routes 50 and U.S. 301. This increase in vehicle traffic has a negative effect on emergency services when responding, especially during the summer months.
88	My name is [Name Redacted], just like the color. I live at [Address Redacted], and I'm representing myself. First of all, I'd like to say that I think the State of Maryland always seems to be behind the eight ball, always seems to be going the cheap route, not looking out for the long term. And when I say that, I'm speaking of roads like I-70, which they built two lanes out to – and bridges accordingly, out in Western Maryland. Well, that's road's getting congested like crazy, but to fix it they've got to do all the bridges. The same thing with a piece of 97 that comes up towards Annapolis. They built two lanes there, that should've been three. That road is always jammed up. Like, why can't we ever look out in the future, and why are we, you know, wait for this bridge is a disaster before we even start looking at anything? We're always behind the eight ball. I went to every one of the hearings that they had, I talked to the guys who were doing the calculations and all, and I don't even trust their numbers. They just don't even seem to me like the projections are high enough. Now, I moved to the Eastern Shore in 2010, and we knew when we moved here that we'd have to watch out for the weekends, and we, we could always work around that, whatever a bridge might present. But now it's not just the weekends, it's all the time. You never know. I mean, we have doctors -- you have to go to downtown Baltimore, you never know if you're going to make that appointment or not. We've sat on the bridge for an hour and a half, two hours, sometimes. I just had a funeral a couple of weeks ago on the other side. We sat on the other side trying to get home for two hours trying to get through Annapolis, and I know everybody going the other way faces the same thing. So, you know, we need to get ahead of ourselves in this state in being forward-looking planning. Now, when I started this talk about the bridge, like I said, I came to all the studies. My personal opinion was they should've looked at Corridor 11 or maybe 12 or 13, or something. I liked 11, personally. And I liked it because it came from a different part of Maryland to a different part of the shore. It gave people alternatives. You get people from Virginia or Washington to come by the other corridor, not jam up Route 50 on either side. And I was kind of shocked that why they'd want to put the same bridge back here again. Alternate 6 coming across to Centerville, that's a little town. You've got a whole lot of roads to build to get people anywhere near the beach. I know there are some groups here that say we don't need the bridge. I think we do need a bridge. We need some alternative, but not, not in the same place. It's got to go somewhere else so that we can distribute the traffic on other parts of the shore, not everything run through one corridor
89	After all the work done to determine corridors for a new bay crossing and the study determining preferred corridors, the governor decides that the existing bridge location should be the site of the new bridge. So why do the studies? if we want to take the cheapest route, why spend all the money for the studies. Corridors 6, 7 and 8 are not practical at all. I attended all the public meetings and after talking with the the staff, I have no confidence that these traffic studies are anywhere near accurate. When you talk to staff, it seems that the traffic predictions, were strictly models without any feet on the ground. There is no confidence in any of their projections. If you live on the eastern or western shore in the vicinity of the bridge, you would know that Corridor 7 could never be a potential site for the new bridge. Route 50 is built out to capacity and the traffic is now backed up for miles as those portable signs tell you, Thursday is now the new Friday and Monday is seeing a lot of the Sunday traffic. There are no highways for corridor 6, so that is all new highways that would have to take prime agricultural land out of production. Corridor 8 has the most potential of the three, but still has to find a way to Route 50 and but does offer a new approach to the bridge on the western shore. To me the clear preferred corridors would be Corridors 10, 11 or 12. These corridors link Southern Maryland with the Trappe-Cambridge area. This should take much of the DC and Northern Virginia traffic off the current bridge and also open Southern Maryland and the Trappe, Cambridge and the lower shore to more commerce. If Virginia, can build the Bay Bridge Tunnel, Maryland should find a way to build the new bridge at 10. 11 or 12. I am 76 years old. I doubt if I will ever see this bridge, much less drive over it. But I would hope for a better transportation system for my children and grandchildren. DO THE RIGHT THING! The Eastern Shore is part of Maryland and we pay taxes, and it's time for Maryland to give the Eastern Shore the same consideration that areas on the Western Shore receive.
90	Thank you for your hard work. Alternative 6 is the most cost-effective option and will also move traffic coming from North of Annapolis onto this alternative, alleviating traffic moving through Annapolis and Arnold. Currently, traffic for locals, both during the weekends all year, not only in the summer, and now on Thursday evenings can be very difficult and long-lasting. Traffic going to the existing bridge spills over into the communities around the bridge making it often impossible to leave your home. Please consider Alternative 6 if a new Bay Bridge is constructed.
91	As residents of the Broadneck Peninsula, we believe that the Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA).

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	In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.

#	COMMENTS
92	Subject: 2 nd Bay Bridge Location and Design Recommendations The present bay bridge services the Annapolis area and southern counties: Maryland which includes the following counties: Montgomery, Howard, Arundel, Charles, Calvert, St Mary's counties, plus the Washington D. C area. Recommend the site of our 2 nd Bay Bridge use our present Highways to funnel traffic to bridge with limited State roadway procurement. Suggest utilizing Rt 695 as a gathering device from Rt 40, Rt 95, Rt 83, Rt 795 and Rt 97 to funnel highway traffic that could easily intersect at the Rt 36 and rt34/Southeast Blvd/Back River Neck Road and adjacent to the Essex Sky Park clear of Park Land near the west shore of the bay There are dredge spoil island for bridge footings Note: "bay bridge access" signs will be required to be added to all impacted routes. If you consider the western shore Essex Sky Park via Rt 695 route to cross the bay a eastern shore landing would be in the area of Tolchester Beach near Rt 21 Sandy Bottom road The suggested 2 nd Bay Bridge location would will serve the City of Baltimore and the following counties: Cecil, Harford, Baltimore, Howard, Fredrick, Carroll and Washington County and Baltimore counties. The 2 nd bridge design and location should consider: type of traffic (vacationers, commercial impact, access to colleges on both shores, access to Emergency Services on both shores and special services. Effects of a 2 nd Bay Bridge would be: 1) an economic boom for the Eastern Shore Agriculture Businesses, 2) Improve Accessibility to Medical Care Providers, 3)and reduced transport time times to emergency to medical facilities , 4) Improved Access to Maryland's Eastern and Western Shore Colleges , 5) reduced travel time to vacation, and 6) to foster tech transfer to enhance both bay shores to enhance all of Maryland. Hire a out of state Traffic/Bridge Expert to head to design and finalize the bridge location. He/She should be supported by the Maryland Department of Transportation. A "State of the Art" bridge needs to be designed by engineers so that the tax payers do not have another deplorable Bridge in the next 40 years in our future. Recommend the design of the 2 nd Bridge, a double decker would consist of 6 lanes , lanes 1 thru 3,(three lanes top and three on bottom span) lanes 4 thru 6. Lanes would be designated by direction and type of vehicles. The entrances to the bridge will be designed to accommodate type of vehicle and direction of travel. For example: during a High Demand West Bound Traffic : Lanes top 3 or upper, lanes 1 and 2 " west bound" would be designated for Automotive/SUV/Pickup trucks/Vans (A). : Lane 3 "west" bound would be designated for motorcycle and all automotive vehicles with and without trailers. On the lower span of 3 lanes,4 thru6, lane 4 would a designated " East"bound for motorcycles, all motor vehicles with and without trailers, Lane 5 would be designated for " West" bound commercial vehicles/tractor trailers , Lane 6 would be designated " East" bound for commercial vehicles/tractor trailers. For High Demand "East" Bound Traffic in lanes 1 thru 2 direction of travel would reversed. Bridge entrances would have to accommodate traffic flow change. A "Jersey" wall would be located between all interior lanes. These walls would be moveable by service equipment during emergency situations. On the Exterior Lanes there would be a fixed "Jersey" wall 5'. This tall wall would be tall enough to block the view and ensure safety. All lanes would be outfitted with "Red", "Yellow" and "Green" traffic lights to control traffic progression. A public address system and video system would be installed and in continual use. Eastern shore communities are concerned regarding traffic invading their community, therefore, recommend the use of a "service area" concept, such as used on Rt 95 North known as the "Chesapeake House ", to provide eastern shore bound commuters access to a rest/info and food and vehicle repairs/ service. Emergency services on both ends of the bay bridge are concerned due to potential impact. The State of Maryland needs to provide "Emergency Services Funds" to the effected community fire departments so that they can purchase fire, ambulances and rescue trucks and pay for required training. Please consider our thoughts regarding 1) a 2 nd Bay Bridge location that would serve the forgotten majority of Maryland tax payers, 2) design considerations and 3) Emergency Services support Thank You, [Name Redacted] [Address Redacted] [Email Redacted] [Phone Number Redacted] A follow email will entail "routes impacted"
93	Original Message_ From: [Name Redacted] <[Email Redacted]> To: "[Email Redacted] Date: 03/27/2021 4:40 PM Subject: 2 driving routes to Delaware Rt 1 [Name Redacted] please check out the routes

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	Route 1: Northern Route to Symrna : Tolcherster take Rt 21 then Rt 20 to Chestertown, then take Rt 291 to Smyrna De, Driving time from Tolchester to Smyrna takes approx 1 hour 5 minutes per google. Route 2: : Southern Route to Dover: Tolchester Rt 21, then Rt 20 to Dover De, via take Rt 291 to Unicorn, then Suttersville, then take Rt 313 S at Unicom, then turn on Rt 300 E to Dover De. Driving time from Tolchester the Dover takes approximately 1 hour 5 minutes. per google. thanks [Name Redacted]
94	[Name Redacted]. I live at [Address Redacted], [Phone Number Redacted]. I have sent a copy of this to Kathy Szeliga. If you -- if I don't get everything done, please contact Kathy. I recommend that the Bay Bridge not be done down in Montgomery -- that serve Montgomery, Howard, Anne Arundel, Charles County, State of Maryland, plus D.C. I recommend a second Bay Bridge be done in the Baltimore area using the 695 gathering point for all traffic that funnel -- that could funnel the traffic over to the Back River Road area, that's Route 36 and 34, adjacent to the exit Essex Skypark that's near the West shore of the Bay. There is also dredge spoils, islands that could be used for footings for bridges. There will be no modifications nearly, mainly done in the west in the Baltimore area. Only things would have to be done is signage and the installation of the Bay Bridge. That's at 695 going from the Eastern -- from the Western Shore to the Eastern Shore and landing in the Tolchester Beach area, that's Route 21, Sandy Bottom Road, suggest that this would serve the following counties: Cecil, Harford, Baltimore, Howard, Frederick, Carroll, Washington, Baltimore -- and Baltimore County. The second bridge could be used by vacationers, commercial impact, access to colleges, boat shores, access to emergency services, and special operations. The effects would be an economic boom for the Eastern Shore agricultural business, improve access to medical care providers, transportation to and from the Eastern Shore, which is sorely needed -- okay. Time would be reduced, and suggest a complex building or a (audio interrupted) bridge of six lanes, three lanes on top, three lanes on the bottom, designated lanes that can be maneuvered. Please see Kathy Szeliga, and the routes would be from Route 20 and 21 going to Smyrna and Dover, Delaware. Thank you.
95	Hello!! I am very interested in this project. I presented a brief on my proposal which was located starting from the Western Shore near RT 695 , then spanned across the bay with 6 lanes of traffic, 3 on top and another 3 lanes below then resting on the Tolcherter Shoreline. Since my initial proposal , i suggest the inclusion of light rail to 2 lanes to increase capabilities of the bridge. Suggest a service area like the "Chesapeake House" be established on the Tolcherster landing. Emergency services on the Eastern shore be trained and provided fire trucks, heavy duty rescue trucks be provided to the Eastern Shore EMS.That would reduce the hesitation and financial impact to the impacted communities. Suggested road improvements on select roadways that lead to the north and southern rout to the beach. The overall impact to the 2 bay bridge would effect a vast area: colleges, agriculture, jobs and improved access to emergency medical services, plus reducing the time to "get to the beach" by 1 hour. Please feel free to contact me for any questions regarding this project. [Name Redacted] [Address Redacted] [Email Redacted] [Phone Number Redacted]
96	Bring back the ferries and even railroad systems! Docking bulkheads are still in existence. These used to be all up and down both sides of the Bay. By reinstating these in their former locations, it will help to fan out the traffic and environmental impacts, create new revenue streams, and certainly help to boost local economies. Commuters and Tourists alike would be drawn to them. Look at the successes of all of the Ferry and mass transit systems around the WORLD. Lewes is just one of many great examples of how this could work for several locations up and down the Bay.
97	Bring back the numerous ferry routes that used to be in existence! These used to be all up and down both sides of the Bay, and many of the bulkheads are still in place. These former routes could then tie into mass transit (trains), or allow people to drive along routes that are already in place . The ferry systems will help to fan out and lessen the burden on Rt50, not require as much infrastructure development, and help to boost the local economies as they once did. Why this solution is not being considered and strongly being proposed is short sighted. Ferries work exceptionally all around the world! They can and should be a very strong consideration here and now. Not to mention the time and cost savings and new revenue source that could be realized. Rebuild the Ferries up and down the Bay!
98	A third span is clearly necessary. I propose it be added to the north side of the current two spans, crossing from Sandy Point to Terrapin Park. A toll lane in the center of Route 50 would enable trough traffic, while minimizing the impact to locals on Kent Island. Proceeds from the tolls could be used to erect noise barriers for residents near Rt. 50.

#	COMMENTS
99	I just wanted to support the proposal of a third span of the Bay Bridge, with the infrastructure already in place to support traffic on either side it not only saves money it would result in minimal environmental impact Sent from my iPhone [Name Redacted] [Address Redacted]
100	Refer to subsequent section for scanned letters and email attachment comments.
101	The long term solution for the Bay Crossing should be to build a corridor South of the existing Chesapeake Bay Bridge. The current throughput on Route 50 for both Eastbound and Westbound traffic should be managed using speed cameras. Maryland counties such as Montgomery County have numerous speed cameras to manage traffic. The Westbound span typically experiences 5+ mile backups for Summer Sunday traffic returning from Ocean City MD. If the traffic flow is maintained, then the bottleneck will not occur. I understand from discussions with a Civil Engineer that the speed, for example, should be set at 35 mph for a constant flow during the extreme capacity hours. Thank you in advance for your consideration.
102	Refer to subsequent section for scanned letters and email attachment comments.
103	Why not put a bridge down lower to help those who come to the shore from central virginia who have to travel 6 to 7 hours to reach the eastern shore virginia for vacation or even jobs from the eastern shore to the western shore.
104	A new span on the Bay should have bicycle lanes as part of the structure. After all, we pay taxes too. Not to mention the overall benefits of cycling to the environment.
105	I am OPPOSED to bridge in the Mountain Road area. There are many wildlife and open areas in the area for a reason: this is vulnerable land, directly tied to the Bay.
106	CONTROLLED Please consider a double deck bridge on the existing bay bridge structure before constructing a new span. The Varrazanno, and GW Bridges in NY have them as does the Oakland Bay Bridge in San Francisco. A double deck will also strengthen the flex of bridge during high winds. Respectfully, [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
107	Have this study stopped. It is ill conceived and too limited. As a resident of the Broadneck Pennisula it is terrible to think of a third span here. As it is I am prisoner in my property Thursday evening until Monday morning due to traffic congestion. We need relief and a better option for crossing the bay. This study is political and not well conceived, it does not provide an alternate crossing. It just piggybacks on already overused roadways.
108	The destruction to the environment around the RT. 214 corridor is unacceptable especially when it is considered that the benefit for traffic relief is less than other options. The best approach at this time is wait and see if further technological advances come into play.
109	I live on the Mayo Peninsula. Have lived there since 1986. I cannot even conceive of a 6 lane highway being built down Route 214 to reach the Chesapeake Bay. So many homes will be destroyed along with the natural environment. Why this is still one of the three possible proposals is incredible. I can only think that it is because the distance between the two shores is one of the shortest. What an irresponsible decision this was. So, a strong "NO" to proposal #8 (Mayo Peninisula). I cannot speak to the other two proposals (#6 and #7) as I do not know the area well. But I tend to go along with County Executive Pitman's stance that we do not need a 3rd span now.
110	As a resident of Mayo Peninsula since 1986, the destruction of the area with its many natural habitats, forests, camps, school systems, etc. would be for such a sensitive environment (a peninsula of the Chesapeake Bay) unconscionable. Please take this option off the table permanently.
111	Going through Pasadena Maryland should NOT be an option. It is already a nightmare with the traffic we have and adding bridge traffic will make it undeniably deplorable. It will force Pasadeniens to vacate the are for good.
112	Hello Crossing Study Committee, I have been traveling the Bay Bridge for nearly 35 years going to and from the Ocean City area. My primary residence is in Pittsburgh but I purchased a condo on the shore a few years back so the bridge has become an essential part of the trip. There has been a few occasions I've sat on the bridge for 4 plus hours in standstill traffic. I started driving around Baltimore and all the way up Interstate 95 to US 1 through Delaware. The mileage is much longer but it beats sitting in hours of traffic and being delayed hours getting home. In addition, pushing traffic into two way traffic on

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	the west bound span is beyond dangerous and the state is just asking for serious accidents. No traffic on that bridge should be two way at any time of the day or night - its not called the suicide lane for nothing... The barrier wall on both spans of the bridge need replaced to be much higher and sold (Non-see through) walls from end to end. Get rid of the rusted out see through rail on the west bound span (I have pictures of the railing being completely rusted away in numerous spots of the bridge). Eliminating the toll booths did help but all the lanes need reconfigured and that entire space where the booths were located. Regarding the new study, a bridge at the existing location seems to be the most effective with the least amount of disruptions to the preserved wet lands and communities around the bay. My first choice, however, would be a norther route that would pull the traffic from the Baltimore area and points north to a bridge by Gibson Island. The DC Metro traffic can use the existing bridge after the above updates have been completed. Make the new bridge AT LEAST 4 lanes wide in both directions. This will solve so many problems and make the commute so much safer. Split the traffic patterns up and it will create much less congestion. We did that here in Pittsburgh and it solved almost all the problems. I don't think a tunnel would be the answer, more money upfront and way more maintenance with higher costs. I really hope the new bridge is built very soon before more serious accidents and traffic congestions continue.
113	We need to focus on reducing traffic and preserving the natural landscape and habitat for many threatened and endangered species. Once destroyed, we cannot recuperate what was lost. We need to focus instead on sustainable development and alternative methods of transportation.
114	have not seen anything about doing a tunnel vice bridge. Points: 1. doing a 3 lane bridge was stupid and fixing that should be first. 2. the advantages of a tunnel vice bridge should be fully considered: a, Tunnels need only have about 60 feet of water above because ship depths are that. Whereas bridges need 400' ++ clearance below! b. Bridges have continuous maintenance painting again and again! You finish and it's time to start over??? c. Tunnels are not affected by weather and wind. d. Tunnels can start a long distance from the water and end so also. Much less disruption and view change. e. Traffic can be less because some people will not use a tunnel if there is an alternative! f. It may be that two tunnels are desirable to spread out the traffic north and south on both sides of the bay. g. other crossing points become under consideration. Two new tunnels should be considered, therefore to spread out the traffic on both sides of the bay! h. The addition of tunnels will be a Boone to those locations! There are numerous companies that can bore them and their methods of doing tunnels have vastly improved. g. Modern tunnel construction and maintenance has vastly improved and should be fully investigated Sincerely, [Name Redacted]
115	Please leave annapolis & kent island out of it!!! There is enough traffic!! Areas in southern Maryland will allow DC members to get to the eastern shore much easier or visa versa with Baltimore !!
116	As happens every weekend, I am unable to leave my small neighborhood in order to run errands, see friends, buy food, etc. - because the traffic around my neighborhood is so bad that I am trapped within my neighborhood for two to three days per week for five to six months per year. That is because the small roads around my neighborhood have become alternate routes to get to the Chesapeake Bay Bridge that runs from the Annapolis Maryland area to Kent Island and the Eastern Shore of Maryland. Right now there is bumper to bumper traffic for several miles on the small arteries near my neighborhood. This happens every Friday afternoon and all day Saturday. Heading in the other direction, this problem exists on Sundays. I hear that this traffic problem is at least as bad on Kent Island on Sundays. I understand that a third span to the Bay Bridge is being proposed or even approved. I cannot emphasize how crazy this idea is! Traffic will only worsen if there is more incentive to get to the Bay Bridge from here. Certainly a third span will not stop the massive use of alternative, local roads that is occurring right now. I feel very sorry for anyone who has chosen to experience a beach weekend, but am even sorrier for the local citizens who cannot access their local businesses, either as workers or consumers, almost every weekend from April through September. A REAL solution to this problem is needed. There is so much traffic that widening Route 50 by demolishing local businesses, trees and other natural areas on the sides of Route 50 now would not be sufficient, so I hope your commission is not recommending that either!
117	The next span belongs at Calvert Cliffs. Think 10-20-30 years from now. We have route 4 a divided highway all the way to the cliffs on the western side and route 16 on the eastern shore could easily be widened and connect with route 50 south of Cambridge. The bay is just about as narrow there as it is at Annapolis. Have a bridge similar to the CBBT with a tunnel under that section that is the shipping channel. The horrible traffic jams at the current bridge will only get worse and another bridge at the cliffs will open an entire population to the Eastern Shore. If you add 3-4

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	lanes with another bridge at the current location you are looking at widening route 50 on the eastern shore through Queen Anne and Talbot county. If the new span is at Taylors Island on the shore it's an easy connect to route 50 at Cambridge and the highway north to the current bridge is done! Washington traffic would likely take route 4 south when heading to the shore and people from Fredericksburg and Richmond might consider going to the shore where now it is out of the question. If one looks at a map of the bay and thinks where would be the next best spot for another bridge your eyes immediately go straight to the cliffs with a connector on the eastern side to route 50. When you see route 4 is a four lane divided highway all the way from Washington to Calvert Cliffs it is a no brainer! Putting another span at the same location as the other two simply makes no sense whatsoever. Is whoever who thinks that is where it should go just thinking about dollars? I heard it costs more to repaint the current span than it did to originally build it. Think in 30 years after it is built how much more money it will generate simply because it opens up the shore to more people. Think of storms or accidents and how they virtually stop all traffic at the current location. There recently was a 4 car accident on the westbound span and traffic on the EASTBOUND span was backed up practically to the Severn river. There definitely needs to be another way to cross this bay but it certainly isn't where we currently can cross it.
118	You can shake and bake it all you want, you can add more lanes, or you can build a bridge in the same location. It's not gonna matter you're still taking a Same amount of cars spreading out the mess and dumping it all on the other side of the bridge on the same two lanes ..... something like you did at the severn River bridge , what a waste of $25 million!!! Completely different location with completely different access is the only way… Incredibly expensive!! Looks like you got yourself a mess!!!!!
119	#7, in my opinion, would have the most environmental impact. That's way too close to Eastern Neck National Wildlife Refuge. That whole area outside of Rock Hall is rural and a wonderful, peaceful sanctuary and how people on the Eastern Shore wish to keep it. Seems like the least amount of impact would be #8, expanding the existing bridge. #9 could be useful as well since many people come to St. Michael's, Easton & Cambridge. But please, please, please, stay away from Rock Hall/Eastern Neck. Thank you.
120	Alternative 7 seems to provide the most benefit in reducing congestion on the bridge during peak periods; however what is the impact on the Annapolis area roads feeding into the bridge? Based on the current conditions, alternative 7 seems likely to increase the congestion along rt 50 from I-97 continuing east across the severn river bridge. Basically it would appear that alternative 7 and alternative 8 as well, are moving the problem from the bridge to the communities on either side of bridge, clogging their roads and making local travel more difficult for them. I believe that alternative 6 would be the least disruptive route as is appears to have the smallest impact on communities along the route, and avoids the more populated areas. If people have an issue with traveling a bit further to use that bridge, modify the easy pass system to make it more expensive for them to use the current bay bridge, for which fares could be upscaled for the summer time tourists (tie easy pass ids to place of residence, need to travel for work, etc.). in other words tax the tourists, not the rest of us who need the bridge for our daily commutes. Also could not find where the report addresses the state of the current bridge(s). How long are these OLD bridges going to be maintained? Shouldn't any solution proposed address removing these obsolete and maintenance intensive relics?
121	Has anyone compared the cost of a third full span with the cost of building a rail link from DC/Baltimore to Ocean City/Rehobath with intermediate stops on the western and eastern shores? I believe much of the roadbed/right of way exists. This would require only a narrow rail bridge.
122	Refer to subsequent section for scanned letters and email attachment comments.
123	I live in Delaware and have had to cross the Bay Bridge at least once per month for the last 15 years. I have had multiple times when the Bridge or surrounding area has been shut down completely. To only focus on adding a span at this location would continue to impose the stress and struggle of shutdowns on the people at that location. Saturday's stand off is the perfect example. That is becoming less rare and the ability to divert traffic to another crossing location would have been optimum. I won't pretend to know which location that would be, but knowing MD and DE the way I do I would, the Cambridge area would seem to be the easiest solution for Beach-going traffic as well as the ease to which traffic on both sides can be diverted to that location should RT 50 need to close. I don't envy those making this decision and I sympathize with those the decision will impact. Thank you for taking the time to receive public comments.
124	Refer to subsequent section for scanned letters and email attachment comments.
125	Our community and the surrounding communities are severely impacted by bridge delays and closings. We are essentially prisoners in our homes on weekends and if there are any bridge delays or closures. Between may and October we must carefully plan any need to leave our community. In the 25 years we have lived in this area traffic has increased dramatically. Technology now brings additional traffic to side roads and communities with apps like

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	Waze leaving it almost impossible to go anywhere when there is a bridge delay or closure. Please consider adding another crossing to the eastern shore somewhere else other than the broadneck peninsula.
126	You all must have lost your minds if you think corridor 8 (mayo) is the best option to put a third span of the bridge. Local residents can't even get in and out of the peninsula during any type of emergency, let alone thousands of cars everyday who don't know where they are going causing accidents. One tree down, peninsula shut down for hours. Power line fire, hours. Car accident, hours. Living on a peninsula is a way of life. There is absolutely zero infrastructure to support thousands of increased cars per day. I can't believe corridor 8 is even on the table!!
127	Put the new bridge use 702 Middle river straight shot Eastern shore
128	I'm all for the third span but one way to ease traffic now is to build the 50/404 interchange ,eliminate the stop lights at 213/50 intersection and build a new interchange at the 50/301 split
129	My concern is less about the final location and more so about pedestrian access. Wherever the new or replacement span is, it should include a separate lane for walking and bicycle access. The lack of such ignores the socio-economic as well as recreational interests of citizens. Many other major bridges in the area have them so it's clearly doable and, I believe, desirable. Furthermore, transit across the bay should not be limited to only those with vehicle access.
130	In Favor of: - Providing Alternative Bay location(s) crossing points in order to alleviate the AACo which is already over burdened and provide more convenient crossing options to other Maryland counties. - Reconstruct traffic patterns to alleviate congestion created on local AACo county thoroughfares as a result of overcrowding on Rte 97 and Rte 50.
131	Please put a multidirectional bike lane on the new span of the bay bridge. It would be such a wonderful thing for the environment and the Heath of our bay.
132	Refer to subsequent section for scanned letters and email attachment comments.
133	Why not pay Bolt Bus and similar companies to add an Ocean City route? It's the way younger people want to travel.
134	Bridge Route Options 3,4,5,6 are the best options Why funnel all traffic to the same bottle neck area of the RT 50 crossing Do this and PA and Baltimore traffic would tend to use the Northern new bridge and DC and VA drivers would tend to use the existing two RT 50 bridges This would make the most sense Sincerely, [Name Redacted] [Personal Information Redacted] [Address Redacted] [Phone Number Redacted]
135	Alternatives under consideration for the Bay bridge crossing study must consider the volume of traffic as well as the number of fatalities in recent years on Route 50 approaching the bay bridge on the western shore. The current infrastructure will not support increased volumes of traffic. Accordingly, further studies on environmental as well as broad infrastructure impact needs to be undertaken. I believe such a study would result in the selection of an alternate location for another bay crossing.
136	As a Pittsburgher traveling to OCMD for the past 40 years we have seen vast improvement over travel. The problems occur with traffic signals in areas before the bridge and the toll system at the bridge inbound. If there were a smoother or quicker way to pass through with the reader or even have them at the bridge where they could read without slowing traffic. As for those without easy pass then a toll well before the bridge to pay without slowing traffic. As for outbound to areas west at least app alerts to traffic and lane changes. Also exiting the bridge maybe roundabouts or bypassing local exits
137	Mr Ports. Explain what development or other factors are driving this new demand for daily crossings you state.
138	I am extremely disappointed in the shortsighted and weak approach of just building a 3rd span at the original location. It is 2021 not 1950. Build a span near Baltimore using the plans from the 1970s! Have some civil engineering vision and open up a quick Baltimore to Ocean City route. Build the [Offensive Language Redacted] thing for the storm evacuation safety reasons alone! Its so disappointing that we don't build anything with purpose and vision in this country. Lead, follow, or get out of the way.
139	I do not support the recommended corridor alternative that creates an additional span directly adjacent to the existing two spans. This alternative continues to concentrate all cross bay traffic on the Route 50 corridor from

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	Washington through Annapolis and through the Broadneck Peninsula. All of the feeder roads (Route 50, Route 2, College Parkway) are already overwhelmed with volume; including Route 50 all the way to Route 301, the interchanges through Annapolis and the Route 50 Bridge across the Severn River. Adding another crossing at the proposed locations does nothing to resolve these issues and will only worsen them. This is both ineffective, bad policy and unfair to the residents of the Route 50 corridor and especially those in the Annapolis and Broadneck Peninsula areas who experience gridlocked traffic on local roads due to traffic overload on the main route to the bridges. It is not clear from the study where the most cross Bay traffic originates from (or is predicted to originate from) but a second cross to the north (perhaps the one proposed from north of Gibson Island or one to the south (Mayo or even farther south in Maryland) would be preferred as it provides for a completely separate feeder route and would serve to lessen the burden on the existing feeder route. Again, placing an additional span along the current spans and continuing to concentrate all cross Bay traffic through the Broadneck Peninsula is insanely bad policy and patently unfair to the residents of the Broadneck Peninsula and Annapolis corridor.
140	Sent from my iPad New bridge should be north of Baltimore taking traffic off off rt 50 and diverting to Us 1
141	Option 6 through Pasadena is not an acceptable option. This would completely destroy neighborhoods, negatively impact property values of homeowners, and cause irreparable environmental damage along the Mountain Road corridor. Option/Corridor 7 is the only reasonable solution beyond not building another span. As the infrastructure and environmental disturbance surrounding Corridor 7 already exists, why would the state spread this to other parts of Anne Arundel county?
142	Build the bridge for gosh sakes. Drop the politics!
143	Dear BCS, I am not able to download any of the DEIS documents via the links on the project website, even the smallest file size. [Name Redacted]
144	Do not put a 3rd span of the chesapeake bay bridge next to the current 2 bridge site at Rt. 50. Traffic is bad enough as it is and this will completely cripple the area. As someone who lives in Arnold and commutes via rt 50 east everday I can tell you first hand this is a horrible idea. The other 2 options would be best suited for this bridge. [Name Redacted]
145	Good Evening - today (Saturday, May 8) saw another lengthy an extended back-up on the approach to the Chesapeake Bay Bridge. These extraordinary back-ups are becoming a regular occurrence for both those traveling the US Rte 50 corridor to and from the Easter Shore and for those who live adjacent to the approaches on both sides. As the population and expansion of commerce continues to grow on the Eastern Shore, so will the traffic headed there. Current proposals, based on recent studies, call for adding a third span at the current site. While the current crossing is the narrowest, it is also the only one. The addition of another bridge at this site, while seemingly expedient, is shortsighted for the long term economic security of the Eastern Shore. The primary approach, via US Rte 50, channels all traffic to and from the Eastern Shore on one, narrow route. Any sort of problem along the route risks a lengthy slowdown or even shutdown of the route. A bridge failure, traffic accident, storm, unforeseen police activity (today's action), or a significant failure of any of the supporting infrastructure along the way, could cripple the ability of commerce and traffic to flow to and from the Easter Shore. Why would any planner risk putting 'all the eggs in one basket?' An additional crossing of the bridge, away from the US Rte 50 corridor needs to be examined more closely before committing to the one site plan. The economic security of the Eastern Shore depends on it. For far too long the problem of what to do has been pushed from one administration/generation to the next. It is time to fast track a solution to the current problem. The State of New York was able to fast track the process for building the new Tappan Zee Bridge across the Hudson River, north of New York City, a critical interstate link. The State of Maryland can do the same. It needs to do the same. I encourage the State of Maryland to reexamine the process used to determine the best location for a new bridge to the Eastern Shore. The citizens of the state deserve a more thorough look at the problem and a better solution.
146	I am not supportive of building another span at the same location. I have lived on the Broadneck Peninsula since 1977. Needless to say, I have been forced to deal with construction and back ups for 43 years! Residential roads are being used by travelers going to the beach. I am frequently unable to leave my community because these travelers have saturated these roads. I do not find the bridge to be the problem. I think the problem is the inadequacy of Route 50 and other access roads. It is apparent to me that government prioritizes Ocean City over the communities that lie between here and there. It is time that Ocean City traffic is diverted some where else.
147	I photo graphs taken on the Little Mayor by River who's head waters are very close to Rt. 50. Eagle, Osprey, Fox, Otter, Muskrat, Beaver, various Woodpeckers, White Egret, Great Blue Heron, Cow Bird, Green Heron, Hooded

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	Merganzer. I am sure there are others on the river with photos of the wildlife on this 1.5 tidal bay with a 1 mile freshwater stream Cat Branch. We also see deer ,and I heard of a Badger in Woods landing. 1972 when we moved here there were horseshoe crabs, and large sea turtles came up in the yard. 2010 one night it was snowing and my son looked out to see two otters sliding on our floating pier as if dancing. It is so great to see this wonderful wildlife. The Oysters will never come back there is not enough phytoplankton to feed them, with all the suspended particles in the water. If we loose the larger creatures we will not have anything. We used to have a raft of whistling Swans every fall as they gathered to go North, that was 20 years ago. The experience of living here can not be replaced. I imagine others here have photos too.
148	Hello, Thanks for asking for comments. First, I had lived in Arnold for 15 years (1989-2005) off College Pkwy. And now have lived in Queen Anne County (2005-2021) for the past 16 years. So I have dealt with the Bay Bridge for many years and traffic problems have steadily worsened in local neighborhoods within 25 miles of the bridge. People cannot reliably plan whether it will take a half hour, an hour, 3 hours or more to get across the bridge. This makes plans for doctor visits, family gatherings, getting to work on time, and attending sports events or ticketed events, on either side of the bridge a huge problem. Weekends of course in summer are the worst. Travelers on vacation do not care if they go on side roads like St Margaret's Road and impede the local residents from attending say a child's soccer game on time. Accidents frequently clog up travel to work at rush hours or travel home on a holiday like Thanksgiving, or Labor Day. The plan to add more lanes at the same area of Annapolis to Kent Island is unacceptable to those of us who travel these roads daily. We need to move this traffic to another 2 miles stretch to divert travelers from DC or Baltimore areas, and entice them to a choose a less congested residential area to cross the Bay. I'd probably say more folks are coming from Northern Va or DC area but I would guess you have data from ezpass travelers to help with the decision on the crossing possibly south to Easton or the more northern route. Please don't just use the same crossing area and try to choose an alternate location that will be attractive to draw the most trucks and travelers to a new area for the sake of locals who have already dealt with overcrowded roads for years. It is already a bridge that needed to be started 10 years ago. Hurry and I hope new infrastructure plans by the feds can help you afford a new location and divert some vehicles from the Broadneck Peninsula. I believe Governor Hogan is wrong on his preferred choice for this bridge and other areas like Kent county should not be able to say they don't want any traffic and our area take on all the burden of bay traffic. It's not fair and equitable to choose just the same old route, the least expensive option, or the ones businesses want for more business. Local business can branch out and not use the same bottle-neck,a few miles from the crossing, and justify the suffering of residents on Kent Island. Families in Queen Anne/Annapolis areas all bear the poor quality of life and unpredictability of life near the bay. Thanks for considering Quality of Life, of all persons and remember the humans who cannot get around the bay traffic. Maybe you also need to add some small bridges to get off the peninsula or Kent island in several places too. Having only one choice is a problem when bay bridge jumpers close it all down and trucks, employees, etc. cannot get to work or be rerouted in any other way. Think about how far ahead of the new bridge you need to funnel the traffic. Think about how long all the back ups could be and how heart attack patients or pregnant women are unable to get to hospitals when traffic is standing still! More lanes across in the same place are idiotic to me and I don't see how this could be justified when you started with over a dozen choices — I believe. I thought city planners or state planners and engineers try to use quality of life, parks, facts and surveys and not just economics or politics, to plan serious decisions like this bridge. Some places even use large, fast ferries and tunnels if they can move the traffic in better ways. Please hurry but plan for all users and local residents in mind. Thanks for listening. [Name Redacted]
149	For those of us who live on or near the Broadneck Peninsula, traffic can become so heavy that it may take hours for us to leave or get home. During the summer months in particular, traffic is often at a dead stop miles prior to the bay bridge. For that reason, I hope you will consider a different location so that the volume may dissipate and be spread around the state as opposed to funneling into one location
150	Adding a new bridge in Pasadena will provide greater access to the Eastern Shore from Baltimore and other locations north of Annapolis. This would decrease congestion over the existing Bay Bridge and provide greater flexibility for travel. Sincerely,

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	[Name Redacted] [Address Redacted]
151	Dear Sir or Madam, Although Governor Hogan feels adding a third span is a best bay crossing option, I disagree. Rt. 50 and rt 97, the main feeder routes to the Bay Bridge are already way to overburdened and adding a third span would further cement that monstrous overload. Using corridor 6 or 8 would at least divert some of the rt 50/ 97 jam away and open up a better future option. Of course either of these options would require major road access upgrades. Looking ahead to the distant future for planning, it seems both corridor 6 and corridor 8 would have to be eventually used to give both DC and Baltimore better access to the Eastern Shore. Sincerely, [Name Redacted] [Address Redacted] [Name Redacted] INNspiration Bed & Breakfast
152	My spouse and I have lived in Annapolis off and on since 1983. We have also lived in many other states. In July 1999, we purchased what we expected to be Home - not one more transient living situation. We retired and have now lived in the Amberley community for almost 22 years. Two of our three children live nearby; we are able to be part of our grandchildren's lives and provide them with some of the experiences our children had growing up in waterfront communities. We took an old cape cod and gradually renovated and enlarged it so we could host family gatherings. It is not just a house, it is Home - no small attribute after a life here and there. Sadly, due to burgeoning traffic, I cannot get out of my community some days. If I can thread my way through the vehicular mess, I cannot always get back home. There have been times I've had to eat dinner in Annapolis proper and wait for traffic to dissipate because circumstances dictated I had to go out. There've been days I had to pick up my husband's caregiver in Eastport and couldn't get home in a timely manner due to traffic. In every instance, all secondary roads were congested and traffic was at a standstill. One of my sons called from his car en route to visit today with our 18 month old granddaughter. "Traffic backed up for an hour, unsure I can get there". Don't ask me to sell our home. It doesn't solve the problem of an overloaded infrastructure that cannot support ever increasing traffic. In the event of a catastrophic disaster, many residents would be trapped and beyond help. There must be an alternate location for another bridge crossing. The current situation is untenable and unsustainable.
153	I'm aghast that the Bay Bridge Crossing Study has not given proper consideration to factors other than traffic volume. The Maryland Transportation Authority (MDTA) must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until the critical issues outlined below have been properly studied and evaluated by the MDTA and the Tier 1 NEPA study appropriately stopped . Keep in mind, that another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by their entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure

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	requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full compliment of key issues are evaluated in this decision making process. I repeat, another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Sincerely [Name Redacted]
154	Hi, my name is [Name Redacted], and I have a couple of comments about the Bay bridge crossing study. I believe we have two uniquely different traffic volumes to address. First there's the normal weekday and weekend traffic; and second, there is the summer seasonal traffic. I believe for the normal weekday and weekend traffic, we should address the problem by looking at the current toll Plaza and eliminating the fact that the cars have to slow down if they're going on the eastbound side, eastbound route 50, slow down to go through the toll Plaza it breaks out into, I believe it's nine stations wide and then comes down to two lanes onto the bridge. That really doesn't keep traffic flowing. It makes a stop. It's a bottleneck. I think the best solution for that would be to get rid of the toll Plaza, put in highway speed toll readers, and keep the traffic flowing at highway speed. That would address a significant amount of the normal weekday and weekend traffic. I think for the summer peak seasons we have seen advantages when certain exit ramps are closed. So, for instance, when the traffic in the seasonal time is on the eastbound side heading over to the Eastern shore, if we were to close several of the exits, it would keep the traffic that's on route 50 flowing to go across the bridge. The same would happen on the Eastern shore, close some of the exit ramps so that people are not peeling off of route 50 to get into the local area. When it's on the westbound side, we can do the same thing. The eastbound lane's not that heavy. You don't need to close those. When the westbound lanes are heavy close, a couple of the exit ramps. That would relieve an awful lot of congestion. As far as those of us who live along route 50 Corridor, whether we're on the North side or the South side, whether we're on the Western shore or on the Eastern shore, we have overpasses that allow us to have easy access throughout our communities. We really have no reason to get on the heavy traffic side of route 50 during the seasonal heavy traffic congestion times. I believe following those simple changes would address much of the frustration or problems that we have both within community roads being overburdened with summer traffic and with keeping the traffic flowing during normal times and during the seasonal times. I don't believe we need a bridge if we address those problems.
155	Hi. My name is [Name Redacted]. I live at [Address Redacted]. My comments regarding the Bay Bridge support a no bridge option. I don't believe that a bridge in the current corridor is appropriate, and I certainly believe that it would

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	significantly reduce the quality of life for both the residents of Anne Arundel County and Queen Anne's County. I believe that the traffic study is significantly flawed. It did not include traffic patterns of a representative period of time. It began with the assumption that a new, additional bridge is required. The traffic study needs to better represent a changed commuting pattern based on a post-COVID workplace where many workers will no longer make a daily commute. The assumption that a third bridge will relieve traffic is simply not correct. All one needs to do is look at the examples of road and bridge expansion on the Baltimore Beltway, Route 270, Route 70, the extension of 495 to Herndon and the Dulles Airport, all only increased development along all of those corridors and wound up with even worse traffic congestion. Both Anne Arundel and Queen Anne's Counties do not have sufficient fresh water, wastewater, or storm water control. Both counties have frequent failures to control untreated water resulting in significant environmental damage. More traffic will only increase development and continue to stress those already overly used resources. Inviting more traffic and more development will permanently damage the natural environment and reduce the quality of life in both Anne Arundel and Queen Anne's County. I would recommend, at this point in time, that the State Highway Commission immediately implement high-speed highway controls, highway toll technology, add technology to platoon traffic, and community-based selective exit ramp closures between the Severn River Bridge and Kent Narrows Bridge to keep the seasonal traffic flowing on Route 50 and off of the local community roads. I believe this action will significantly reduce the backups that we currently experience and the congestion inside each of our communities. Thank you for the opportunity to make my comments.
156	From: [Name Redacted] <[Email Redacted]>Date: May 5, 2021 at 2:53:52 PM EDT To: Melissa Bogdan <mbogdan@mdta.state.md.us> Subject: Bay Bridge Tier 2 Dear Ms Bodgan, Please share this email with all members of the Chesapeake Bay Bridge Reconstruction Advisory Group. I realize the Group's role may not directly communicate with the 3rd bridge study. However, your input as members of the community with specific knowledge of the community concerns about the bridge and traffic is important. I have sent the following letter to my members in the Legislature and AA County Council. I would appreciate your views. Respectfully, [Name Redacted] I am opposed to the construction of a third span of the Chesapeake Bay Bridge in corridor 7. The decision to lock in corridor 7 for subsequent Tier 2 preliminary design work is premature. Why waste taxpayer dollars on the deign work when we have had a sea change in traffic patterns since the pandemic. Most of us agree that commuting to work will be different post pandemic as many of us will be able to continue to work from home or be on a hybrid schedule for reporting into an office. The recommendation to proceed was based on what is frankly a flawed traffic study taken over a short period of time. It is as if the focus of the study was simply to determine the maximum volume of traffic the existing bridges can handle. It did not take into account the requirements to rebuild Kent Island, Queen Anne, and Anne Arundel roadways and bridges to accommodate the expanded capacity a new bay bridge will invite into corridor 7. It did not address what happens to all the parallel service roads such as Whitehall Rd, East College Parkway, and similar community access roads in Kent and Queen Anne. Those roads are important to the quality of life in all the surrounding communities.The initial study was insufficient in scope and should have been rejected when first submitted. I am certain each of you can site road and bridge expansions that have been completed under the guise of "relieving congestion" only to have the opposite effect. Any developer will tell you where there is a road or bridge expansion there will be more, higher density, development. Additionally, why are we concentrating all the ingress and egress in one location when we live in a world where terrorist attacks are almost inevitable? What happens if the bridges are damaged by shipping traffic? What about mass evacuations for natural disasters? Another bridge in a different location makes more sense both for national security and for continued access between eastern and western shores in the event of a catastrophe at either location. Lastly, I live in district 5 of AA County and know full well that seasonal ocean traffic is a problem. Most of my neighbors agree that during peak volumes, the most important issue is keeping the seasonal traffic flowing on Rt 50 and not on the local roadways. All of us who live in Kent, Queen Anne, and Anne Arundel are able to travel to all of our community services and businesses without accessing Rt 50. We have parallel roadways and overpasses that allow the free flow of local traffic. Why not keep the seasonal travellers on Rt 50 and the traffic flowing at a reasonable speed on Rt 50? We know highway speed toll readers work. Let's install them. We know that closing selected exits work. Let's have the communities determine which are best to close to keep the traffic on Rt 50. I request these simple initiatives be put in place as soon as possible. Respectfully Submitted, [Name Redacted]

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	[Address Redacted] [Phone Number Redacted]
157	To whom it may concern, For the six years I have been a resident on the 214 peninsula, there has been a great deal of concern shared over the over building and the lack of infrastructure needed to support building homes, schools, businesses and protecting the watershed. There has not been any action to improve the infrastructure of the roads to handle what's already happening on the peninsula and to think that we would add more traffic through flooded roads (physically and metaphorically) is unconscionable. The damage to the watershed has not been studied significantly. We are already seeing a negative impact to the wildlife on the peninsula and adding more traffic will put small children and animals at risk that live and play here. For the working people living on the peninsula, this would add time to their commute on both ends making living here less desirable. The only acceptable answer is a third span of a current bay bridge. [Name Redacted]
158	Has an over-under bridge been considered for the existing Chesapeake Bay Bridges - similar to the Verizono Bridge in New Jersey to New York over the Hudson? With some engineering, this could be a way to double capacity of the existing bridges at a lower cost. [Name Redacted] [Phone Number Redacted] [Email Redacted]
159	I am a Kent island resident and business owner and fully support an additional crossing at the current bay bridge location.
160	Rail should be on the table. This is a once in a lifetime opportunity and we're going to miss it by trying to save money in the short run. Rail to the beach solves long term problems. We pay for it upfront but the benefits will live on for over a century.
161	I propose the purple line from Edgewater to Easton! I live on Kent Island and am sick of dealing with this traffic. It's time for a new alternative spot.
162	I oppose the current plan for a new bridge across the Chesapeake for 3 reasons. The study was not thorough, only focusing on the cost of the bridge span over the Chesapeake and not the cost to the surroundings and community. Second, the current plan will not reduce traffic in the area, it will just move the bottleneck to the Severn River Bridge. Expanding a second bridge would add greatly to the cost. Third, I oppose a plan that would destroy Sandy Point State Park. This park is a treasure to many of our lo-income and minority families, who would not have any other realistic public access to a beach/water activities and recreation. The negative consequences of building another bridge should not fall on lo-income and minority families.
163	First, thank you for the efforts done within the scope of the factors/limits set for conducting this study. However for those whom funded this effort, recommend that the following considerations be merged into an amended study to ensure proper selection, as there are concerns that some factors/limits not incorporated into the study could result in a significantly different set of recommendations. These items are as follows: 1. Assess the potential increased traffic flow through the southern Maryland as a result of the current in-work new Potomac River span for US 301. Believe that it can be argued that the traffic restrictions due to the single lane flow of the current Potomac River span limit much of the through traffic from either dissuading people from traveling through Maryland or going North to I-495. With an improved bridge with increase traffic flow capacity at this location, it would seem fair to estimate a reasonable growth of traffic electing to go through southern Maryland will result to include those desiring to circumvent the I-95 corridor. As such, traffic modeling may show that more southerly spans may be more advantageous than the current modeling indicates. 2. Incorporate influence/impacts to hurricane and other natural disaster evacuation needs, what are the potential human casualty impacts of each solution. For example, if a Cat 4 hurricane or Tsunami unexpectedly hit the Eastern shore and one location could save (theoretically) 1000 more people's lives due to a broader spread of networked escape routes (spread out bridge locations), would anticipate that this would be a significant factor to include in the decision process. 3. Incorporate risk assessments for non-natural factors such as terrorist attacks (explosives, other), ship collisions with bridge spans, major vehicle accidents such as a fuel truck explosion on a bridge span, etc. and how that may influence one bridge span or another and options for rerouting to other spans. Consider whether proximity to others may render all three spans (2 existing and one new) unusable or not in those scenarios. Assess evacuation impacts for events such as natural gas plant (Cove Point) or nuclear power plant emergency, will the span options improve/encumber evacuations in those cases?

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	4. Potential economic growth allowance in areas of the state if road access is improved to reduce isolation from external areas (tourism, industrial with easier transport of goods, etc.). Currently, a growing number of southern and western Marylanders are electing to take their tourism dollars elsewhere as its quicker/easier to travel to VA beach and the NJ shore due to the difficulties of circumventing DC and/or accessing the current Bay bridge location to include the traffic at and leading up to the current bridge site. 5. Assess how span locations may enhance Maryland's positioning of retaining/growing Federal employment (DoD, FBI, etc.). As theoretical examples: Could a more southerly span increase the chances of Maryland gaining US Navy aircraft squadrons from the Norfolk area in a BRAC and retaining the current bases that exist today? Would a particular span increase the chances of Maryland gaining a relocated FBI headquarters from D.C.? Would a particular span help with growing the NASA and other space agency operations at Wallops? 6. If determination was made at a future date to establish a more southerly Potomac river bridge span in St Marys county (for evacuation / economic growth / theoretical future interstate to relive I-95 and I-81 corridors that are overwhelmed / other reasons), would the new third bridge span location be pre-positioned in the most beneficial location? Is this a possibility worth considering? Thanks!
164	Having grown up and still living in Davidsonville, and gone to high school in Edgewater, the option through Mayo would be an absolute nightmare.
165	I am writing to submit my grave concerns with and opposition to corridor alternative 8 in the DEIS studying new bay bridge crossings. Routes 424 and 214 are 2 lane arterial roadways that cannot handle such traffic loads. Route 214 is the only travel route onto the Mayo peninsula and a single bad accident today can leave residents of that area stranded and unable to get in or out for hours. Three public schools can only be accessed by Route 214 (South River High School, Central Middle School, and Mayo Elementary) and would be very negatively impacted by the additional traffic. Alternative 8 would negatively affected disadvantage populations since among all the corridors being studied, it is the corridor with the highest percentage of its population below the poverty level. It is also the corridor with the greatest number of sites identified that are listed on the national register of historic places, and the most sites as yet not evaluated for historic impacts. Alternative 8 also contains the highest number of wetlands and water impacts. The DEIS does not adequately describe impacts on drinking water. It discusses only SSAs and reservoirs, without recognition that most households along alternative 8 rely on well water. Lastly, Alternative 8 is the most costly. For all of these reasons it is an unwise choice, would cause too many environmental impacts, and should be ruled out from further consideration in any tier 2 document. [Name Redacted] Resident of Anne Arundel County
166	Building a new bridge in vicinity of the current bridge would be a disaster, environmental, economic and quality of life for people on both sides of the Bay. Having lived on both sides of the Bay my entire life I have experienced the difficulties of gridlock on weekends. Living in Grasonville now I can be trapped in my home any given weekend during summer. This has impacted property values and access to Emergency Services. NO NEW BRIDGE HERE!
167	To whom it may concern: I reject all three route options as well as the options already rejected by the State as this bridge is unnecessary and potentially destructive to the environment. I support the NO NEW BRIDGE option. Options 6, 7, and 8 would all cause untold environmental injuries on the Eastern Shore, destroying hundreds of acres of wetlands, forests, and farmland and possibly requiring a major highway bridge over the nearly pristine lower Chester River, potentially destroying valuable waterfowl habitat at Eastern Neck National Wildlife Refuge. The State government has already allowed the destruction of the environment of the western shore and now has its sights set on trashing the Eastern Shore... again. Do you like our crabs? Rockfish? Better eat them now, they may soon be gone if a new bridge is built. A new bridge would primarily benefit outside developers and industrial tourism and their political servants at the expense of Eastern Shore families, land, wildlife, and fisheries. We don't need it here. NO NEW BRIDGE! Now or ever. Looking for a new vacation spot? How about Sparrow's Point? Spend the money cleaning that up instead of destroying our environment here. When I was a government environmental scientist in Delaware I had occasion to speak to the head of the Delaware Solid Waste Authority, which at the time was attempting to site a new landfill. He told me his trick to get popular support for an environmentally undesirable project: pick three prospective sites. This will (theoretically) cause 2/3 of the people to support whatever site was chosen (probably already chosen). It appears that Mr. Hogan has treacherously taken a page from this playbook to use against us. Don't let him force this unnecessary bridge on us.

#	COMMENTS
	[Name Redacted] [Email Redacted] [Phone Number Redacted] [Address Redacted]
168	I agree with the new bridge. I don't agree with building a train. I want my car when I travel. I don't want to rent a car. I don't agree with building around or over Sandy Point Park, Pasadena and areas which are already congested. Keep our bay communities free from disrupting the solitude they bring. Good Luck! [Name Redacted] [Address Redacted]
169	It is unwise to rely on a single crossing point. Both the Northern and Southern options would increase commercial activity and shorten some drivers trips! Most importantly Public Safety is greatly impaired by heavy or stopped traffic on Kent Island and Broad Neck. People are endangered and EMTs and First Responders cannot effectively do their jobs. Don't go for the easiest route. Choose what's best!
170	Refer to subsequent section for scanned letters and email attachment comments.
171	After careful consideration over the past 13 years or so I suggest the following as a permanent solution to the existing Bay Bridge Traffic and reach the Beach. Construct a new 4 lane bridge at the current Bay Bridge location and upon completion remove the 1952 Bridge altogether. At the same time have under construction a new crossing some where south of the existing crossing probably going through Calvert County and then Dorchester.
172	This crossing needs to be moved either north or south of current Bay Bridge. There would be too much disruption of Rt 50, College Parkway, and all surrounding neighborhoods, and also east side of bridge in Queenstown and surroundings. There needs to be an alternate route outside of Annapolis/Arnold-already too much traffic in this area-there are several other sites in other counties. Several other people have highlighted the problems with an emergency near the current Bay Bridge and no other alternate route, except going north to Cecil County. It needs to be decided soon and not have more 2-year studies. Construction costs also increasing the longer new bridge is delayed. Governor Hogan will soon be out of office and his opinion should not be the only one-he doesn't live near bridge, with primary residence in Davidsonville. Sincerely, [Name Redacted]
173	SHA cut down thousands of trees to accommodate additional flood plain for 50 rainwater run off in Anne Arundel county. This has increased the noise level to our neighborhood significantly. Additionally Anne Arundel has a scenic easement within 100 feet of the HWY50 so the community cannot plant trees or anything to try to cut down on the noise. It's so bad sometimes you cannot even hear your own kids 10 feet away. All of the owls have left the area as they cannot hunt and we also have significant bald eagles that cannot perch when large trucks or motorcycles rev their engines. Additional traffic on 50 will just make this worse. Please consider installing a noise barrier wall when housing is within a certain range of 50 and from west Annapolis to Exit 16 in Davidsonville.
174	My property is directly next to route 50. And would be greatly affected by this Corredor expansion. SHA has already completed a project in my neighborhood that has equated to the cutting down of hundreds and hundreds of trees and the reconfiguration of the floodplain. This has led to an increase in noise as well as problems with flooding. Furthermore these two environmental impacts have affected the wildlife, for instance owls can't hunt because of noise. I request a sound barrier wall here as it was noisy prior to the aforementioned project, is overwhelmingly noisy now, and it would be even more so with a heavy increase in traffic. I mean, I can't even hear my daughter when she's talking to me in the front yard.
175	The conclusion (or presumption) that a third Bay Bridge through the existing corridor is the best alternative is deeply flawed. Valid questions about the underlying traffic analysis (QACA sponsored study), the assumptions about travel habits post Covid, and the impact of intelligent vehicles all exist and need to be run to ground. But there is an overarching issue that is at the heart of why the "Preferred Corridor Alternative" would be a disaster. The Rt 50/301 route is the wrong location for a "destination highway" from the western shore to the beach destinations. Such a highway should be a limited access high speed road that does not bisect urbanized, densely

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	populated communities of Annapolis, Kent Island, Grasonville, Queenstown and Easton. Furthermore, it should not impose the irreparable environmental insult and damage that would occur in these largely environmentally sensitive areas. A clear eyed assessment should plainly see that the present Rt.50/301 route has become mainly a local highway that has been forced to accept a burgeoning seasonal traffic load that increasingly threatens the local livability of the communities that located along it. The full cost of the damage that an expansion of the existing corridor in economic, environmental and quality of life terms has been grossly underestimated in the State's studies to date. A separate, limited access, highspeed crossing and corridor needs to be established with routing that carefully considers community and environmental impact. It should be accompanied by a high speed transit facility.
176	I'm writing today to voice my opinion on the Pasadena to Eastern Shore option. This option is the worst idea I've ever heard. We already live down a dead-end road and ROUTINELY experience road closures due to accidents that leave residents stranded. There is no other in / out option. Recently I had to sit in 4 hours of traffic to get home (5 minutes) because of an accident that closed Rt 177 (Mountain Road). Pasadena is at capacity as it is. There is NO WAY we can take any more vehicles traveling this road. You clearly need to visit Pasadena more frequently if you think this is even an option at all.
177	A third span is not needed or practical at this time for the following reasons: 1) Traffic is only an issue for 3 or 4 months of the year. There are many other transportation problems that are an issue for 12 months of the year and they should be given priority. 2) The option to build next to the existing 2 spans will only move the traffic backups on to Rt. 50 so that accomplishes nothing. 3) The option to build in Pasadena will result in excessive development of the northern section of the Eastern Shore. That development is not needed and will damage the farming & rural benefit that exists today. 4) This is too expensive of a traffic reduction project when travelers can simply travel at off hours.
178	Please find another location than Kent Island for the new crossing. It will ruin our island and our way of life beyond belief.
179	No new bridge at Kent Island!! Two spans are enough. It will ruin our island to build the new bridge here.
180	My name is [Name Redacted]. I live at [Address Redacted], and am testifying on behalf of Maryland Sierra Club. The Chesapeake Bay Crossing Draft Environmental Impact Study was supposed to comply with the National Environmental Policy Act and consider a reasonable range of alternatives. Unfortunately, the study did not do so. Instead, the DEIS' authors adopted a conclusion's first approach that eliminated serious consideration of any alternative other than what they wanted, another Bay Crossing. The DEIS considered use of a ferry service, bus rapid transit, transportation demand management, and transportation system management independently as stand-alone alternatives and consequently rejected them. There was no consideration of how they could be joined together into a flexible, integrated solution that could meet change in traffic conditions. We believe that is a serious deficiency of the DEIS, and ask that the final Environmental Impact Statement fully examine combining the four modal and operational alternatives into an integrated solution that is a viable alternative to a new Bay Crossing before a record of decision is issued. Consideration of how best to use MOAs should not wait to be studied later as possible supplements to the preferred corridor alternative. There are a number of reasons why an integrated solution of MOAs deserves serious consideration. First, climate change is happening and may fundamentally alter growth of and traffic to Eastern Shore communities because of rising waters and worsening storms. Projections of future growth in traffic are based on past experience before climate change, so are not reliable. Second, transportation is already the largest source of climate damaging greenhouse gas in our state, with toxic tailpipe emissions also damaging human health. Building another Bay Crossing to accommodate even more cars would generate even more greenhouse gas and more toxic air pollution. Third, study after study has substantiated that expanding roads and bridges induces demand; that is, it encourages more people to drive. Any relief in traffic congestion would only be temporary, because the increase in number of cars will lead to traffic congestion again in the future. Fourth, an integrated solution of MOAs that includes use of electric bus rapid transit, possibly use electric ferry service, together with the many potential options offered by TSM and TDM would inevitably offer significant flexibility, capacity, dependable and reliable travel times, potential financial viability, and is more environmental responsible than any other alternative. In summary, the Bay Crossing (audio interrupted) the final DEIS needs to address the problems that I identified. Thank you.
181	Refer to subsequent section for scanned letters and email attachment comments.
182	Hello Please add my vote to mirror [Name Redacted]. *MDTA Note – commenter is referencing the comment included below Thank you [Name Redacted]

#	COMMENTS
	On Feb 25, 2021, at 5:51 PM, [Name Redacted] <[Email Redacted] > wrote: Hello, As a longtime resident of AA County and owner of a second home in Ocean City, who has spent literally countless hours over the years sitting in traffic on Route 50 due to bottlenecks at the existing Bay Bridge spans, I vote for a third span near the existing ones. The basic highway infrastructure is already in place and adding a third span will help alleviate the backups that occur on the existing bridges. It would be interesting to conduct a study as to why the traffic seems to flow fine on both sides of the bridges, but backups seem to be initiated at the bridges themselves. I personally believe a large part of the backups are caused by drivers fearful of crossing the waterway. As a result, since there with only two current spans, there is no other place for them to travel at a speed well below the posted limits to help them cross with their anxiety of traversing over a large waterway. Thus, they end up impeding traffic, leading to lengthy backups. Sooo, rather than doing nothing and allowing the problem to get worse, or disrupting other areas not already prepared for additional traffic, the logical choice in my opinion is to add a third span next to the existing ones. Regards. [Name Redacted] [Address Redacted]
183	Hello, As a longtime resident of AA County and owner of a second home in Ocean City, who has spent literally countless hours over the years sitting in traffic on Route 50 due to bottlenecks at the existing Bay Bridge spans, I vote for a third span near the existing ones. The basic highway infrastructure is already in place and adding a third span will help alleviate the backups that occur on the existing bridges. It would be interesting to conduct a study as to why the traffic seems to flow fine on both sides of the bridges, but backups seem to be initiated at the bridges themselves. I personally believe a large part of the backups are caused by drivers fearful of crossing the waterway. As a result, since there with only two current spans, there is no other place for them to travel at a speed well below the posted limits to help them cross with their anxiety of traversing over a large waterway. Thus, they end up impeding traffic, leading to lengthy backups. Sooo, rather than doing nothing and allowing the problem to get worse, or disrupting other areas not already prepared for additional traffic, the logical choice in my opinion is to add a third span next to the existing ones. Regards. [Name Redacted] [Address Redacted]
184	My name is [Name Redacted]. I live at [Address Redacted], and I represent myself. I've listened to the previous arguments, and they're certainly valid arguments. In a sense, when you propose a new bridge like this it's like building a prison somewhere, no one wants it in their backyard. So, I'm sure there's going to be opposition to any of these other alternatives, other than the one that is so-called Number 7, which is where the existing bridge is. There're certainly some compelling reasons to place a new bridge where the existing bridge is. Obviously, the infrastructure and roadways are already there so, it's why reinvent the wheel again and put that whole infrastructure and access roads, et cetera, limited access roads somewhere else along the Bay -- the Chesapeake Bay? The -- no one likes the traffic. I've lived in the Annapolis area for 30 some years, and no one likes the traffic of Route 50. The weekends are a mess, but I'm sure that the people that have done the study have analyzed the traffic data. If you were to add four additional lanes, presumably the backups would be eliminated and the traffic would just smoothly go across all three bridges, or whatever it's going to be. I assume it's going to be a third bridge, a third structure, and I don't know if it's four lanes or six lanes, but I cannot imagine that with those additional lanes there would be any backup unless there was an accident of some sort. So, I - I basically have come to the conclusion that it makes the most sense for Maryland residents, Virginia residents, and residents at the Eastern Shore to have the existing bridge stay where it is, obviously, and be added to. One other thing is, I don't know if it's been considered, is that many bridges around the country have access both to automobiles and rail. They are typically double-decker bridges, and I wonder if any consideration has been given to putting a second layer with two rail lines. The Washington Beltway is only 22 miles from the Bay Bridge, so it would be relatively easily to extend their subway system to the bridge and then gain access to the Eastern Shore across the bridge, which would make employment for those -- it would be like an hour drive from the Eastern Shore to Washington, D.C. That summarizes my comments. Thank you, very much.
185	A new span is not needed and not advisable for a number of reasons. The "no-build" option is the best resolution.
186	Comments on: Chesapeake Bay Crossing Study: Tier 1 NEPA DEIS dated Feb. 3, 2021 TO: USDOT/FHA and MTA DATE: March 9, 2021

#	COMMENTS
	FROM: [Name Redacted] Prof. Emeritus, Systems Engineering and Operations Research Dept. of Systems Engineering and Operations Research Volgenau School of Engineering George Mason University Fairfax, VA Member Anne Arundel County Transportation Commission (2019-present) Former Assoc. Admin. and Acqu. Exec., Federal Aviation Admin. (FAA) (1994-98) For all of recorded history, transportation networks have been known to be vital to economic activity. Efficient operation of these networks depend on a balance of capacity supply and demand. The Chesapeake Bay Bridge is a critical link in Maryland's transportation network and has, for some time, been operating with a demand that exceeds the current supply capacity. When demand approaches maximum capacity, queueing theory tells us that large delays develop very fast. There are number of ways that the future capacity supply can be matched to the estimated future demand. The option that is the center of the current debate is the addition of a third bridge span. The Draft Environmental Impact Statement (DEIS) is now open for comment and public hearings. I vote for the "No-Build Alternative". Due to the challenges that are facing humankind: ranging from global climate change to pandemics, the projection of future single vehicle passenger transportation has become difficult to predict. The proposed carbon tax adoption of approximately $40 per ton of carbon dioxide emissions from fossil fueled vehicles will change the new bridge traffic demand and cost estimates significantly. These factors were not considered in the current DEIS. Fossil fuels defeated the electric battery storage alternative almost a century ago. A simple example of the trade-off analysis is the time to re-supply an adequate energy charge to achieve a 300-mile vehicle range. Three minutes at a gas pump vs. thirty minutes at a battery charging station. High charging current heat generation is a major battery constraint for long-range mission profiles. This engineering decision made sense when the production of carbon dioxide greenhouse gas was not considered a design constraint. A better understanding of global warming has changed this decision. The movement to electric vehicles will have a profound effect on human behavior and travel patterns. Low-passenger-vehicle , long-range-commuting will become less probable in the future. Another impact on long-range commuting behavior will be the impact of the COVID-19 pandemic work-from-home behavior. Over a year of forced zoom-meeting experience, using the internet, will permanently change the value of central office building space and the need to commute to work in single-passenger vehicles. The combination of these two technological developments will have profound impacts on the future capacity demand requirements. The DEIS traffic analysis [2] is a 2019 update to a 2007 study. The peak traffic flow across the Bay Bridge was well known in 2001 as seen in Figure E-1 below [4]. LOS of D, E and F were already routine at this time. The problem is now worse but not that much worse.Historic bridge traffic data show that the increase in tolls to $6 significantly decreased demand and congestion delays over 10 years ago between 2011 to 2015 (also Table 2-1 [1]) as seen in Figure 2-6 below [4]. The reduction of this toll to $2 under the Gov. Hogan administration only encouraged increased single-passenger traffic congestion. I can make a plausible case for a wide range of bridge traffic predictions, based on several key assumptions: a) Increase at long-term annual rate of +1.4%; b) Reduced rate [2] of +0.95%; c) HOV/CP congestion managed flow rate of 26,000,000 or d) The $6 toll rate induced decrease of -0.9%. Economic theory has proven effective to reduce traffic congestion by adopting congestion-pricing on High Occupancy Toll (HOT) lanes. Following successful implementations now used in other states, including Virginia, HOT lanes with congestion pricing deserve more attention. The Bay Bridge is not the only Rt. 50 choke point that is experiencing LOS of D, E and F at rush-hour times of day [4]. The proposed congestion remediation on Maryland I-370 and the I-95 Beltway should be applied to the Rt. 50 corridor from the Capital Beltway to Queenstown on the Eastern Shore. The Modal and Operational Alternatives of Traffic Demand Management and Bus Rapid Transit [1] need deeper considerations in light of significant technological changes. Supply and demand balance can be met using market forces at a relative low cost. Today, tolls as high as $3.76 per mile are under consideration. The middle contra-flow lane on the Bay Bridge could be adopted to this means of decreasing delays for rush-hour and summer holiday traffic over the next 20 to 30 years. The recent upgrade to high-speed electronic toll collection has been the first step to adding this capability. The addition of more Bus Rapid Transit options from the Queenstown shopping center to Washington DC and the DC METRO system is also an easy upgrade [3,4]. Engineering analysis has shown that the 1952 bridge's steel structure can be extended for about another 20 to 30 years. The second, larger bridge, was constructed in 1973 and has a longer expected service life. For the reasons I have discussed, the projection of future demand is very uncertain at this time. In my opinion, the traffic growth predictions are not valid. Until the relatively low-cost options of HOT lanes with congestion toll pricing are

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	thoroughly examined, my vote will be to adopt the "No-Build Alternative". A more in-depth traffic demand and alternatives design study must be conducted. By 2030, we should know what Climate Change policies will be adapted regarding the government forced conversion to electric vehicles and electric mass transit. By 2030, the consideration of a High-Speed Heavy Rail line from Washing DC to the Atlantic Ocean may be more attractive. The previous analysis of BRT use was flawed by using Load Factor data from the existing BRT system that is very poorly designed. For the long-term future, construction of a HSR tunnel under the Bay with adjacent vehicle traffic lanes may be a better alternative for a system that will be expected to serve our transportation needs for another 100 years. References: [1] US DOT/FHA and MTA (2021), Chesapeake Bay Crossing Study: Tier 1 NEPA, DEIA, dated. Feb. 2021. [2] MDTA (2021), Chesapeake Bay Crossing Study: Tier 1 NEPA, Traffic Analysis Technical Report, dated. January 2021. [3] Warner, P., Toth, E., Bell, E., Amankwah, S.A., and Fidler, K (2019), Anne Arundel Transit System from US-50/301 to Washington DC, SAGE Conference Technical Paper (7 pages), Center for Air Transportation Systems Research, George Mason University, dated April 15, 2019 (available on request from [Name Redacted] @ [Email Redacted]); [4] Warner, P., Toth, E., Bell, E., Amankwah, S.A., and Fidler, K (2019), Anne Arundel Transit System from US-50/301 to Washington DC, Final Technical Report (133 pages), Center for Air Transportation Systems Research, George Mason University, dated May 9, 2019 (available on request from [Name Redacted] @ [Email Redacted]).
187	Please specify a separated bicycle/pedestrian lane as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland. This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee(see photo) and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed.
188	The 3rd bridge option through Pasadena makes incredible sense. It would finally take some of the massive traffic load coming from North to south away fm the already congested current entrance 0away from the RT 50 bottleneck. It would also provide an economic boom to the Pasadena area (much needed).
189	I am opposed to adding a 3rd span to the existing Bay Bridge. It will continue to add congestion to the same places that already have issues. A northern span makes more sense in my opinion as well as giving more economic options to the northern eastern shore area.
190	There is already too much traffic that travels 100 east to Mountain Rd. If there is an accident residents are stuck trying to get in or out of the peninsula. The route would only get worse with more traffic. Please consider other options for the bay crossing.
191	In considering a third bay bridge span, please consider reevaluating the MOA / alternatives as a supplement to a 3rd span. Understandably a ferry service alone will not meet the user demand, but the 2003 study assumed conventional ferries, and conventional methods from 18 years ago. A more robust and high-speed ferry system could certainly add to a portfolio of transportation options, rather than sole reliance on building a new bridge span every several decades. Invest in MOA infrastructure now, to help supplement the transportation demands of 20,30,100 years from now. Other more robust ferry examples and ferry infrastructure include Cape May - Lewes, New York Harbor, and myriad Ferry lines in New England.
192	Assuming a third bridge span is to be added at any location, please consider bundling alternative transportation infrastructure with the bridge. Most of the current bridges that cross the Bay or other major arterial roads are for vehicles only. Including room for bicycle transit, pedestrian traffic, protected sidewalks, upsizing structural loads on the bridge to anticipate future rail lines, etc are needed for a modern bridge with modern needs. Vehicle traffic alone, across a new bay bridge span, would be a total miss.
193	Please stop the Bay Crossing Study until a thorough "Purpose and needs" evaluation is conducted. The impact on the Broadneck Community, as well as Annapolis will be devastating. I believe another site must be selected to avoid destruction of our community and way of life. I am categorically opposed to the building of a 3rd span at the existing Bay Bridge crossing.

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194	Please do not build another Bay Bridge to move more private vehicles, for reasons of environmental impact.
195	No matter the location, yet another Bay Bridge will cause traffic havoc on the E. Shore...Current highways cannot handle any more traffic which would entail redoing the entire highway structure. It would be far better to have as RAIL bridge from the W. Shore to points on the E. Shore, including "the beaches".
196	I am STRONGLY opposed to a 3rd bay span There is already limited highway capacity everywhere on the E. Shore. Mass btransit should be utilized(shuttles, buses, etc An ALTERNATIVE would be to have a double deck span with railroad ..There USED to be a rail line from Kent Island to ":the beach", a smart idea that was discontinued. The best ALTERNATIVE IS TO DO NOTHING AT ALL . [Name Redacted] [Address Redacted]
197	It is unreasonable to ask the residents of this community to still endure this problem. My family has lived here for multiple generations and the traffic issue is blocking all side roads going through neighborhoods. I am a cardiovascular Perfusionist and work in open-heart surgery. The traffic is dangerous and makes getting to the hospital to provide emergency life support and angioplasty in the local area unmanageable. The beach goers continue to block our streets and refused to let us in to even get to our houses. I intend to only vote for Future candidates that Provide an alternative solution to a third span to the bay bridge.
198	Very encouraging that we are conducting this study, though I recall several similar studies have been done in the past. I live in Cape St Clair and am affected seasonally from May-September. The Severn River Bridge project was a big success, though those previous backups, have been shifted to larger back ups on RT 50 near the RT 2 N exit. Adding another bridge in between the current two spans makes the most sense, if it is technically feasible. Adding another bring north or south of the current bridge doesn't make sense, as the road infrastructure is already in place for the majority of the traffic that is headed to the Eastern Shore. Lets hope that this is the last study that we, as tax payers are going to pay for, as we don't need more studies.....we need a new bridge.
199	Leaving the house on a Friday - Sunday isn't a problem on the Broadneck peninsula. Getting home however; is a huge problem. The back ways aren't viable any longer with the introduction of Waze, everyone "knows" the best way to get to the beach. I would love to a span which doesn't go through Annapolis. Our roads and infrastructure can't support more cars.
200	How marvelous it would be to have a separated bicycle/pedestrian lane as a feature of any future Chesapeake Bay crossing as well as any other bridges in Maryland. Businesses on both sides of any new bridges with such lanes would definitely benefit from the ever growing bicycle family.
201	This is the answer... The Boring Company They are already in proposals for a tunnel from DC to Baltimore City using the New York Ave/ BW Pkwy corridor. Being in the neighborhood already presents an opportunity for project harmony at a fraction of the cost, twice the speed & much less maintenance! The Boring Company The Boring Company constructs safe, fast-to-dig, and low-cost transportation, utility, and freight tunnels.
202	The Corridor 7 proposal may be the easiest and the cheapest option, but I think it is the wrong choice. Currently all traffic from the Washington metro area and the Baltimore metro area as well as from other parts of the state all merge on Rt 50 to cross over the Chesapeake Bay. Adding a third span across the bay at the same location doesn't change the traffic flow. Whenever there is construction on the bridges or roadways leading onto the bridges there is usually extreme backups for many miles and consuming many hours. Additionally, when there is an accident on Rt 50 or on one of the bridges, traffic is again adversely affected with no alternative. I think a better alternative would be a new bridge built either north of the current spans, i.e., Corridor 6 or a new bridge built south of the current spans, i.e., Corridor 8. A new bridge at either of these locations would split the Washington metro traffic from the Baltimore metro traffic resulting in easier traffic flow across all three spans. Also, should there be construction, maintenance, or an accident on any of the approach ways or bridges, motorist would have an alternative to detour around any potential delays, which does not exist now nor would it exist if the third span is adjacent to the current spans. I realize that building a new crossing either north or south of the current crossings would be more expensive because of the infrastructure that would be required but building new access roads would be better than adding additional lanes on Rt 50 that could likely increase the number of accidents and any potential slowing or stopping of traffic. In summary, building Corridor 6 would be "penny wise and pound foolish" when one of the other proposals would

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	service the residents of Maryland better. Sincerely, [Name Redacted]
203	This study was not thoroughly done and has many issues including legal issues as well as the environmental impact study is incomplete and flawed. The study should be redone and redone according to the law…not according to politicians and politics. The traffic will explode in the area around the Broadneck peninsula as well as on the Eastern shore in Stevensville and beyond as well as the adverse environmental impact on those areas will have far reaching damage. Legally, the study is flawed and it will end up in court unless redone. Redo the Tier 1 study properly. Sincerely, [Name Redacted] [Address Redacted] Sent from Mail for Windows 10
204	We ABSOLUTELY need another span of the Bay Bridge! Not only is traffic horrendous during the summer, the amount of accidents needs to be reduced. Two way travel on the West bound span needs to be shut down. It is extremely risky to drive and n such a manor at a high rate of speed without a shoulder. The neighboring communities will also benefit from the third span when they can once again leave their homes on the weekends.
205	Add the 3rd crossing to the existing. Build a low lying bridge then tunnel for under.the channel then low lying bridge to complete the connection. 1) Engineering is simple will cost less than half. 2) Environmental impact is much less from the footer sizes vs the tunnel section. 3) Maintenance cost is fractional 4) Build time will be reduced by several years. 5) This will provide better options for safer crossing during gale force and other weather. 6) Reduced height option for fearful drivers. 7) Less accidents would occur from wind reduction and anxious drivers 8) Suicides wouldn't occur on this low lying bridge. 9) it would pave the way to eliminate the old spans when it comes time with simple integration.
206	As I have never really heard what the prime purpose is to provide additional crossing capability for accessing the eastern shore, you need to first make that decision. Who and for what purpose are you wanting to provide additional lanes and where? All crossing locations proposed both provide pros and cons to people and communities for different purposes. Is it for VA residents or those of MD/DC or those from PA? Is it for commuters and businesses needing to cross the bridge regularly or is it for tourist getting to the shore from some location on peak times and seasons?. Traffic and lane potential have both positive and negative attributes to many based on where the crossing is provided. Much can be said to these issues and I trust that your group is cognizant to the impact the various locations will have. Think it through before you act. Is Delaware kicking in funds based on impact chosen location will have or is it just a MD thing? If a shore thing only for that of tourists and vacationers, I believe utilizing route 4 on the western shore will provide the most benefit. Having been a bay bridge commuter working on the western shore for years, route 50 and that of anything north of Easton is a poor choice. Again, what is the purpose and to whose benefit. When living in Queenstown, my wife called it a prison during the summer. We were unable to live a normal life between Easton and Kent Island. May your decision not lean toward the greedy at the expense of all others.
207	I live in the community of Amberly on Holly Drive, Annapolis, MD 21409. Our community has one way in and out to Saint Margarets Road, near the intersection of White Hall Road and Route 50. The traffic in the area has gotten worse since we moved here in 2006. Over the last 5 years the traffic on Route 50 East at any one time can be backed up for hours, winter, spring, summer or fall, an accident or bridge repairs or wind warning, or rain shutting down the third lane east bound makes it impossible to travel in the area. With the advent of Waze, people are redirected to Saint Margarets Road as short cut off of Route 50 and through neighborhoods, taking me up to 45 minutes to travel the 3 to 4 miles along Saint Margarets Road to Holly Drive. The traffic in and around Annapolis is dangerous and growing backups and accidents blocking Route 50 as the only access point across the Chesapeake Bay is an outdated infrastructure plan. As growth continues on the eastern shore and the beaches, the problem continues to get worse. We are one step away from a catastrophe, proposing to build a new span near the existing spans is not very well thought out, the Severn River bridge is a choke point to the Chesapeake Bay Bridges and causes major issues of it's own in the way of accidents and back ups.

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	A new bridge should be built north or south of the current bridge but not in the same location as the current bridges, Route 50 and Annapolis cannot manage the interruption of a 10 year construction project along route 50, as bad as the traffic and backups have been going to the beach as long as I can remember, back to the early 60's, it's time to move the traffic to a less populated area, think planners, think! It's really not hard to see the existing problem will only get worse, climate change will have a profound impact on the Chesapeake Bay and surrounding area's, we are one storm / pandemic away from making a one access bridge across the bay a catastrophe in itself, a single point of failure, try what worked for the space programs, diversity and redundancy.
208	just took a quick look at the Bay Crossing Study. yes, another Chesapeake Bay Bridge or Tunnel is needed to alleviate traffic congestion, traffic back ups and local residents not being able to leave their homes at all during weekends! I do not see how putting another Bridge at the same location will solve these issues unless the new Bridge has at least 8 lanes going East and 8 lanes going West. There should be speed bumps and an enforced speed limit such as 40 MPH. Also, NO TWO WAY Traffic! It should also have a wide should for emergencies such as flat tires, stalled out cars and possible Bridge jumpers so the traffic can keep rolling. I think a new bridge or tunnel going across to Cambridge or Salisbury would be a better choice. Locals in the QA/CAR/TAL that live near Route 50 and Route 404 have had to put up with snarling back ups and long waits at traffic lights. Seems like everything revolves around the Ocean Resorts. Time to help and listen to the local residents!
209	As a registered Maryland Professional Civil Engineer, and as a long-time resident of Talbot County who has travelled many of the local roads and sailed the mid portion of the bay, I concur that Corridor #7 is the least impactful and most economically sound option available. It is the obvious choice. Of course, most of us born and raised on the Eastern Shore would prefer the removal of the bay bridges entirely, as they have brought nothing but pollution, crime and urbanization to our 'land of milk and honey'.
210	The considerations of TSM/TDM in this DEIS are not described in detail and the analyses of them are hidden. TSM/TDM as stand alone alternatives do not appear to be seriously considered. Variable tolling provides opportunities to manage demand for the existing capacity, yet only lowering tolls during off-peak hours was mentioned. What are the details for the toll amounts, time periods utilized and the results of modeling the effects? Did the analysis consider raising the tolls during peak times in addition to lowering them during off-peak? Apparently not. What would be the ADT effects from greatly raising/lowering the tolls? To what extent are the peaks shifted into the off peak and what are the impacts? We do not know, thus we don't see how TSM/TDM are not adequate as stand alone alternatives. We are assured that TSM/TDM are insufficient, but would be considered for implementation for the build alternatives. This DEIS shows how one can manipulated a study to give the result that is desired: a preferred build alternative.
211	Adding a third span to the Bay Bridge at the current site will pose safety hazards to residents of Kent Island. Critical service such as fire trucks and ambulances will not be able to reach communities such as mine which is Ellendale. The island is congested enough. A site north would provide an alternative route and not add to the congestions already experienced on KI.
212	I live in the Amberley community behind the 4 way stop exit at Cape St Claire rd and Busch's Frontage rd. Some weekdays between 2 and 6pm, mostly Thursday's and Fridays in warm weather, I am a prisoner in my home and community. I can barely exit my community at Holly drive from cars backed up in all directions to cross the bridge. There isn't a light at the 4 way stop so each car inches forward and stops and goes which takes an enormous amount of time. There are cars backed up all the way down St Margaret's so leaving my home is an issue because from any direction I can't return home with 2 or more hours from what should be a 15 min destination downtown Annapolis. This area can't support an additional crossing with the current roadways and infrastructure. It puts an oppressive burden on the current residents and produces anxiety to even consider this Broadneck peninsula corridor.
213	Will residents be voting for the location for the new bridge?
214	We live in Arnold, a block from College Parkway, Bay Dale Dr and Jones Station Road. The traffic on these roads has been getting worse and worse, and so far, we have already had massive backups on Friday evenings, Saturdays and Sundays, and it's not summer, yet. We are prisoners in our homes. We can't use Rt 50 on those days, as it's absolute bumper to bumper traffic, starting on Thursdays. If you add another bridge, we will never get out of our neighborhood. A third bridge will only make it worse. Plus Kent Island cannot take anymore traffic , either. The new bridge should go south of us, unloading above Cambridge. Please reconsider building a third bridge near the two existing bridges. You will paralyze the people that live within 10 or 15 miles of the bridge, and it's not necessary, when you can build the bridge south of us. Thank you, [Name Redacted] Sent from my iPhone [Name Redacted]

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215	Anne Arundel County, the Broadneck Peninsula, and Queen Anne County are the most affected communities in the 13 County NEPA study area that focuses on the selection of Corridor #7. The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. The NEPA study did not indicate any of the Corridor 7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. The primary issue is that the Purpose and Need is too limited. The Purpose and Need Statement's key metric of minimizing the congestion on the existing structures is procedurally and legally too limited in its objectives. This is a $10 billion proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The criteria presented in developing the objectives of the long-term impact of selecting the existing corridor in the Purpose and Need Statement have not been sufficiently developed to execute a FEIS/ROD and exclude all other corridors. A myriad of unknowns have not been considered or revealed. Will this be a parallel structure to the existing structure and maintain the existing structures? How many additional Bay crossing and support or safety lanes are required on this new bridge? How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? The decision to lock in corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts. The E.I.S. and the R.O.D. should be put on hold until these and other key issues are evaluated in this decision making process. The decision to select corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. No consideration was given an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. A pause in the NEPA evaluation should be taken as well, because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes.
216	Good evening. My name is [Name Redacted], that's spelled [Name Redacted]. I'm a resident of [Address Redacted], a citizen of Anne Arundel County, and from the [Address Redacted]. This evening, I urge the support of the MDTA to make no decision at this time concerning the building of a new or replacement Chesapeake Bay Bridge. The primary issue is that the purpose and need study statement of the Tier 1 NEPA study is too limited and fails to be creative. In short, it does not serve us well as citizens of Maryland. It does not consider and provide for greater statewide economic benefits and the advantages to be gained in other corridors. It gives no consideration to an alternative corridor placement for safety or evacuation or redundancy in the event of any kind of existing structure damage or blockage for any reason, for example, last night or Sunday night. As well, the existing corridor is not the most direct path to the Eastern Shores coast resorts and attractions. The decision to lock in Corridor 7 right now for subsequent, some time in the future, Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore side impacts. Adequate information has not been provided as to the extensive infrastructure changes that must be made to all roads, all bridges, for one score of miles both East and West of the current bridge location. A

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	more effective study that is not focused solely on the narrow vision of reduction of traffic on existing structures may very well point to another beneficial Maryland corridor. Keep in mind, and this is so important, this is a 10 or 15 billion dollar proposed project in today's monies, and that will be our route across the Bay for 100 years, with regional and multistate traffic and transportation impacts. How will the people 50 and 100 years look back upon us for our failures? The final EIS and record of decision must be put on hold until these and other much broader, more important issues are evaluated in this decision-making process. I would say this to the Federal Highway Administration. This study consists of very narrowly collected data -- and it was not well distilled. I say to you, this proposal you have, you must not build. Thank you.
217	Stop the Tier 1 study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Maryland. We believe another site must be selected that will draw traffic away to the Northern and/or Southern parts Chesapeake Bay. A new crossing must be constructed to offer an alternative to the Rt.97 / Rt.50 corridor that is already overloaded on weekends with commuter, business and vacation travelers. The Broadneck Peninsula cannot sustain the additional load of traffic projected for the next 20-50 years and the MDTA should find another location to keep traffic away from the Annapolis/Broadneck to Kent Island geography. Our family lives adjacent to Sandy Point Park. We can not leave and return home during rush hour and on holiday weekends because of the back up on the access roads bordering Route 50. Police, hospital and fire departments could not get to our home in case of emergency. This abbreviated study is flawed in numerous ways. FIND ANOTHER PATH FOR A BRIDGE TO THE EASTERN SHORE. THIS IS ONLY GOING TO GET WORSE FOR ALL OF US!
218	Please ensure safe pedestrian and cyclist access in the design
219	One of the spans considered goes through the tiny village of Claiborne and the town of St. Michaels which is bordered on both sides by water on the Eastern Shore. Route 33, the only major road from Claiborne through St. Michaels is only two lanes, one each way until it connects with Route 322, known as the Easton By-Pass, before merging with Route 50 E. There is no way to expand the two lane road , especially through the town, which during the Spring and summer months particularly jams with traffic now. Increasing traffic on this country road only serves to transfer traffic pain from the bridge to a rural road and infrastructure ill-equipped to handle it. If this route somehow includes a by-pass around St. Michaels, it will kill the town which is a major tourist attraction for the State of Maryland year round because of all the festivals. I am opposed to adding a bridge route that transverses this corridor.
220	Build a new bridge we can afford it and it's necessary!
221	We do not take a position on if or where a new span should be built. However, if a new span is built in any location or one of the existing spans is replaced or renovated then we insist that a separated bicycle/pedestrian lane be included. This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee(see photo) and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed. Please specify a separated bicycle/pedestrian lane as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges.
222	Kent Island cannot handle any more traffic. We residents are prisoners in our homes EVERY weekend during the summer months as beach goers flood Ocean City and other beach towns. Traffic backups go for miles on all roads because far too many people think that the access roads to the north and south of Rt 50 are "shortcuts". Running a simple errand becomes a day long chore and emergency vehicles can't respond in a timely manner. This bridge HAS to go somewhere else to give people an alternate route to the shore. One option cannot be the ONLY option.
223	Please record my vehement opposition to a 3rd Chesapeake Bay bridge crossing in Corridor 8. I live in Tunis Mills, and the quaint wooden bridge crossing Leeds Creek is smack dab in the middle of the corridor. The proposed highway to

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	connect bridge to Route 50 will likely disrupt hundreds of acres of wetlands, waterways and forests. Then there is the human cost. The historic African American village of Unionville is located within Corridor 8, as is Copperville. Wye House, where Frederick Douglass spent part of his youth, is also nearby. Many people in this area live here because of its quiet, rural character. Pickering Creek Audubon Center is a bird sanctuary and environmental education center situated just outside the corridor. The increase in noise, traffic and the accompanying air pollution would be extremely detrimental. Governor Hogan has already stated that for multiple reasons, including cost and environmental impact, that if another span is actually needed, it should be in the vicinity of the existing bridge.
224	If additional lanes cannot be added to the existing bridges, then find another location. And/or manage the future zoning in order to restrict future traffic growth. I travel routinely over the bridges to Annapolis and VA.
225	A separated bicycle/pedestrian lane should be a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland.
226	There is a lot of traffic coming through Arnold and Annapolis from the bridge. This increased when the 301 was upgraded last year. When there is an accident on route 50 the area, the whole area just freezes up. You need to plan for more traffic on the Severin River bridge -- that was widened just a few years ago, but with a third bridge, things are going to get a lot worse around here.
227	We need to look into rail travel. Not more cars on the road. A new bridge won't relieve traffic. It will crate more induced demand. Rail has greater capacity than cars and is better for the environment. Young people like myself are moving away from car ownership.
228	The proposed solution to the bay bridge traffic is another bridge... also through Anne Arundel County using the same highways, causing environmental issues to the same region, AND adding to the same traffic. The proposed solution is looking to stress the county that lost more trees than any other county. The proposed solution is looking to add traffic to the same highways that currently have stand-still traffic. This solution ignores environmental factors such as the reemergence of Dolphins in the Chesapeake. This proposed solution is absolutely terrible and in fact only exacerbates all of the problems it claims to be trying to solve. It is a farce, and an insult to the intellect of Marylander's and to the quality of life of those already affected by crowding from the first bridge.
229	As a resident of Maryland's Eastern Shore and commuter to my office in Annapolis, I cannot imagine why a third bridge is being considered at the current bridge location. I have adjusted my work hours twice to try and manage my miserable experience with traffic Eastbound on the current bridge to no avail. The problem isn't the bridge itself. The problem, as I and others see it, is with the funneling to two lanes before and after crossing. An obvious solution is to add lanes to Route 50 -- probably the worst of bad possibilities imaginable in that the impact on the pristine and environmentally fragile Eastern Shore would be horrific. The Eastern Shore would become like the I-95 corridor and destroy an area that makes Maryland a desirable place to live and visit. Please don't do this. If the goal is to get Virginia, District of Columbia, Pennsylvania, New Jersey and Baltimore residents to Ocean CIty, build your third bridge either north (Perryville) or south (LaPlata), but absolutely not co-located with the other two spans. Better yet, don't build it at all. The toll revenue hardly has helped our state decrease taxes for anyone yet, so why are we trying to make it convenient for travelers to cut through Maryland to the shore? I honestly can't fathom why anyone with any concern for the environment, for the as yet less-developed part of Maryland or for the future would think adding another bridge across the Bay a good idea.
230	A third span, if one absolutely must be built, should go where the current spans are. Rt 50 already has the capacity to handle the traffic while the other two proposed crossing points do not. Rt. 214 I know from firsthand experience already struggles to support just the local residential traffic, and would need to be expanded to support bridge traffic. Any expansion would negatively impact the residents of the Mayo peninsula and add to the overall cost of the span project. I'm told that the same is true of the more northern crossing point option.
231	I really don't care where the new bridge is built, I would just like to see it built. I travel the bridge daily and can tell you that the current 2 bridge crossing is terrible. The bridge is shut down for minor incidents all of the time. The traffic is horrible 90% of the year. The newer bridge is rough riding to say the least and the sides are rusted and nasty looking. To be honest it's one of the ugliest bridges in the Country.
232	The members of the Growth Action Network (GAN) an advocacy organization in Anne Arundel County, reject the MDTA/FHWA's selection of Alternative #7-for a third Bay Bridge as published in the 2/2021 NEPA Tier 1 DEIS-Draft Environmental Impact Study. This new span is to be constructed on the Broadneck Peninsula, Route #50/301 corridor threatening Sandy Point State Park along with commercial and private properties on the south side of the highway. Our decision is based on the following reasons: • The February 2021 Tier 1 DEIS report provides insufficient information to justify the selection and cost of this

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	significant project for Anne Arundel County and its environs, including the 48 thousand residents of the Broadneck. The DEIS study is based mainly, on a traffic mobility analysis that does not include the more detailed and complex data that must be provided in support of a final selection. A final FEIS study and irrevocable ROD-(Record of Decision) cannot and should not be finalized regarding any corridor selection until major deficiencies are corrected and published in a revised and more thoroughly documented DEIS. The limited data provided in this DEIS report does not justify proceeding to Tier 2 that will require an additional $25-$35 million for this follow on study to include initial preliminary engineering, alignments, environmental and financial analysis. • This DEIS Alt #7 selection was made without consulting with Anne Arundel and Queen Anne County Administrations who are major stakeholders in this selection. • The public was requested to provide comments by May 10, 2021, but the MDTA/FHWA has not even established whether the new Bridge will be a replacement or an additional span. The number of travel lanes needed for adequate mobility purposes for the next 100 years also must be assessed. This final determination must provide detail on the impact of this proposed 3rd Bridge on our approach roads within the predetermined corridor as well as the impact on adjacent properties near the site location. • The Purpose and Need data narrowly focuses on Bridge traffic issues but must be broader and more comprehensive to buttress the 'Quality of Life' protections that must be guaranteed to residents of the Broadneck and Kent Island. • The corridor affected for any expansion of these Bay Bridges extends from Route #97 through the Broadneck to the Route #50/301 split on the E. Shore. This corridor study has not been done. • The Chesapeake Bay is 100 miles long. There are 14 alternatives that were included in this study. To consider adding more traffic drawn from the north, south and west geographies to our watershed, that will bring more toxic carbon pollution and be a target for any terrorist attack on this region will disrupt evacuation routes from our State Capitol and prevent access to the Eastern Shore. Also, when wind/weather shuts down this Bay crossing for long periods, there is no alternative crossing down the Bay for residents/travelers nor commuters to consider for a separate crossing away from the point of delay. We must stop the movement towards a FEIS and final Record of Decision until we have the more comprehensive and necessary DEIS study completed on all the alternatives to the satisfaction of our citizens, in particular the residents of Anne Arundel County and our State Capitol-Annapolis and the Broadneck Peninsula as well as Queen Anne's County/Kent Island. [Name Redacted], Chair, Growth Action Network Members and Member Organizations supporting this testimony: Members [Name Redacted]- Annapolis [Names Redacted] - Pasadena [Name Redacted] – Tracy's Landing [Name Redacted] – Arnold [Name Redacted] - Arnold [Name Redacted] - Edgewater [Name Redacted] – Severna Park [Name Redacted] - Annapolis [Name Redacted] – Arnold Member Organizations The Board of Growth Action Network Davidsonville Area Civic Association Broadneck Council of Communities Arnold Preservation Council
233	Hello— Route 8 looks like the most feasible as it would draw traffic away from the Annapolis area. Route 6 through Pasadena would overload the traffic on 177 Mountain Road, which is already terrible! Of course, Route 7 would make the existing corridor traffic even worse. They should have thought of this before they allowed all the building on the Eastern Shore. Corridor 8 looks the only option. Thank you. [Name Redacted]
234	Hello— Route 8 looks like the most feasible as it would draw traffic away from the Annapolis area. Route 6 through Pasadena would overload the traffic on 177 Mountain Road, which is already terrible! Of course, Route 7 would make the existing corridor traffic even worse. They should have thought of this before they allowed all the building on the Eastern Shore.

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	Corridor 8 looks the only option. Thank you. [Name Redacted]
235	How many auto vehicles are beach bound? Why not eliminate traffic by using a rapid transit system to resort destinations. Free up resort traffic, to and from, and at the resorts. -Former resident.
236	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additionally, Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process.
237	I am a native Eastern Shoreman...Born in '42 in Cambridge...I can remember the ferry and the changes since.....The bridge development has always been way ahead of the road infrastructure to support the increase in traffic on the shore and more recently, on the western shore entry side of the bridge also....Needs as I see it before any new spans: 1. Routes from Chesapeake Bay to the Ocean (Rt 50 & Rt 404) need to be Super Hwys without any traffic lights (By passing all towns) 2. Rt 50 exit, Salisbury bypass on East side of Salisbury needs to be modified to avoid back ups (high speed exit) 3. Should consider more direct (separate route to 404) Not using Rt US 50 from Bridge to Wye Mills 4. If #3 not possible, second span should provide a direct & separate route system to reach US 50 5. Option possibly not considered: Build cross overs at the West side of the existing bridges and the East side that would allow East bound on all three lanes of the North bridge while allowing the South bridge to operate as 2 lanes West bound on Fri & Sat and easily covert back to 3 lanes West bound on the North Bridge and two lanes East Bound on the South bridge Sun thru Thurs. Safer 6. I still do not understand the 40MPH on the 1st 3rd of the bridge East Bound, perhaps need a system to keep East Bound bridge traffic moving better (move traffic on approach down to 2 lanes more gradually instead of at the bridge entrance) 7. New Bridge 3 or 4 lanes, orig bridge changes direction based on traffic need Above solutions may better define the Bay crossing point or better determine allocation of funds and the priority for using any funds available...
238	Hi. Thank you for the opportunity to comment. My husband and I have been crossing the bridge for decades, and I think the railings need to be much higher. If people are concerned about maintaining the view, I'm sure a design can be created that allows for maintaining much of the view. [Name Redacted] and [Name Redacted]
239	We can fix the long delays on the Chesapeake Bay Bridge tomorrow and at zero cost. The problem is one of supply and demand. We have a fixed "supply" of five lanes and we have high demand during rush hour, weekends, and

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	holidays. The high demand is a result of fixed pricing (i.e., the toll) regardless of the time of day. If the price is the same, everyone wants to cross at the same time. Now that we have electronic tolling, an extremely easy, quick, and zero cost solution is time-of-day tolls. Other high congestion areas like New York City and California have implemented time of day or "peak" and "off-peak" tolls. The objective is to shift demand into the hours when the bridge has low or no demand. For example, "peak" period on the Bay Bridge might be Monday through Friday 7-10AM and 4-7PM with a toll of $5.00. We should use electronic tolling technology exclusively and offer a discount of $2.50 for "off-peak" tolls between 4-7AM and 10AM-4PM, and again from 7PM-10PM. A "free" period could also be considered between 10PM-4AM or additional discounts based on number of crossings per month (i.e. commuters). Once time-of-day tolls are adopted at the Bridge, the problem becomes simply a pricing strategy to control demand. The Bridge Authority surely has extensive data on demand and optimal traffic flow to develop the strategy. If implemented properly, time-of-day tolling could be revenue neutral for the state while eliminating 10-mile backups and 3 hour delays. Better yet, the time-of-day tolling could delay the need, cost, and environmental impact of a third bridge. We should use technology and smart pricing strategies to get the most out of our existing infrastructure. This is a win-win for commuters, environmentalist, and taxpayers.
240	I have been commuting from Kent Island to Ft. Meade for 27 years. The enhancement at Severn River bridge to 4 lanes eastbound was a huge improvement, but only shifted the backup from the Rt 97 - Rt 50 area to the Rt 2 - Rt 50 intersection. I believe the automated tolling that recently became active will improve the situation at the Bay Bridge. Adding another bridge at location 7, the current bay bridge, is a huge mistake. The problem has always been the 3 travel lanes expanding into 12 lanes of toll booths and then immediately back to 2 or 3 lanes of eastbound crossings. That is now gone. Adding another bridge in the same location will just bring back the toll booth merging issue without the toll booths. The problem is the merging! I used to wait for the toll ladies to collect my bridge coupons. Life was great when Md-Tag came about and then finally it went to EZ-pass like the rest of the north eastern states. But even with EZ-pass, you couldn't avoid the toll booth merging headache. If you need another bridge, you have to improve the travel lanes prior to the bridge. There is no room for changes on Rt 50 unless you add a third lane after the 50-301 split. Please do not choose 7!!!! It just won't help!
241	My family has lived on the Eastern shore for over 20 years. My wife and I both work on the western shore. Drivers, that is the problem. Not doing the speed limit, slowing down all the time, not keeping the traffic flow going. People the other day slowed down for the steel plates on the bridge, causing a huge back up! Trucks in the wrong lanes across the entire span, also in 2 way traffic. Years ago, with less traffic, police were on the bridge telling drivers to speed up. And once you get over the bridge, no matter what side, they seem to disappear. Imagine that. Not the bridge, PEOPLE is the solution.
242	As a Kent Island resident I am urging you to not consider Option 7 where the current bridge is. Yes it might reduce backups at the bridge but then all the travelers have to get back on Route 50 which cant handle the current traffic and think of what a negative impact this would be on our Island roads. We are already overwhelmed with traffic and can't get out of our neighborhoods to get to the grocery store or more importantly to get to a hospital or doctors office in an emergency. A new bridge would obviously attract more travelers and our Island cannot afford that. Until a solution is found for keeping travelers off our backroads (because the current plan is either not implemented correctly or the plan just isn't working each time they use it) I think considering Option 7 is a major mistake. I challenge you to live on our Island this summer and see how when traffic backs up we can't get anywhere. It is inconvenient and hazardous to add more traffic to our Island. Also you need to think about most of the time during summer travel there are accidents before even getting to the bridge (on both sides), when this happens, if using Option 7 you are not doing anything to alleviate the problem, just making it worse. By using Option 6 or 8 you are allowing an alternative route which could then take the burden off the bridge in situations like this. Travelers who are closer to one of the other options will be taking that option instead of traveling to the current Bridge. I begging you please not to take anymore of our Beautiful Island. We are overcrowded as it is and we cannot afford to take on this new span. It seems like Option 7 is the first choice because of money and less work but I urge you to think about the residents that would be impacted by Option 7 and how negatively impacted their current lives will be. We are already taking the brunt of the traffic now and adding more to that would be disastrous. Also is anything ever easy? You don't get through life by taking the easy route.
243	In Phase 2 Screening illuminated Corredor's 5 and 9 due to a combination of an acceptable levels of incident diversion flexibility and or failure to promote adequate capacity to reduce congestion. Though this is a valid argument, I recommend looking at corridors 5 and 9 together. Together these will reduce incidents diversion and provide adequate congestion that could be dealt with in both areas. This would also allow for Washington DC to have their route, Anne Arundel County and Howard County to have their route and then the Baltimore County and Harford County to have their route. Having 3 routes crossing the bay would improve congestion and allow people to get to

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	their destination in a reasonable time. Having everyone congregate in the Anne Arundel Bay bridge would cause more congestion for all people around the area.
244	Refer to subsequent section for scanned letters and email attachment comments.
245	Good Morning, I am voicing my opinion that a crossing site at either corridor 6 or 8 would be absolutely detrimental to residents that live in these areas. Traffic is already extremely congested on Mountain Rd. in particular, and increasing the amount of vehicles would be dangerous and make the daily backups even worse. I support Governor Hogan's assertion that the only viable option is to add a 3rd section to the existing area. Respectfully, [Name Redacted]
246	Good day, I do not support installing the bay bridge at Downs Memorial park. Mountain Road has way to much traffic currently and is not a feasible site. Plus your impacting homes in the area. I think this is unacceptable of elected officials to place this in the Pasadena area and I will not ever support a horrible idea like this. In this area there is constant accident limited space for a wider road. I think something north Of Baltimore would be more appropriate or expand route 50 and build a large bridge at the current bay crossing. It seems people are not taking environmental impacts of this in the Pasadena area as well. Finally, what residents would support this it seems government needs to listen to the citizens for once. Respectfully, [Name Redacted] Conceded Homeowner
247	Also, I meant to say concerned homeowner. Please reach out to me if you would like to listen to my grievances or me listen to your idea. Respectfully, [Name Redacted] Concerned Homeowner
248	One last item I find it inappropriate to spend 5 million dollars on a survey for this when any one can drive this area and see how the traffic is. You guys want to increase taxes though this needs to stop immediately save the money and invest in something else.
249	Bay Crossing Study Before considering a new Bay Bridge the following must be addressed along the "traffic" corridor: 1 - Bottlenecks must be resolved where several lanes of traffic are reduced to fewer lanes, such as the approach to the bridge eastbound and at the 50/301 split. 2 - Address traffic lights and at-grade intersections so local homes and businesses would not be affected by the improvements and traffic problems would be reduced.. 3 - Improve the Rt. 50 corridor first before "dumping" more traffic onto already existing traffic issues on Kent Island and other areas. 4 - An integrated approach studying the whole traffic corridor from Baltimore/Washington area to and from the Eastern Shore showing how traffic diverges into small communities such as Wye Mills, Chester, Grasonville, Stevensville, Starr, and Stevensville, as examples, creating problems where emergency vehicles have trouble getting through and it is difficult for people to run errands on busy traffic weekends. 5 - Create an exit strategy in the event the Bay Bridge or main corridors fail or are blocked. 7 - A Bridge at the #8 location may divert traffic from Kent Island, but would create new problems in the St. Michaels area. The Rock Hall (#6 location) would create issues from Rock Hall (Rt. 177) area to Wye Mills (213).
250	We have enough traffic congestion as it is, I can't believe anyone is even considering expanding traffic on kent island. Since the majority of beach traffic comes from east Baltimore, it would be much easier to route them through rock hall. Our emergency people can't get around in the summer. For average citizens that live on kent island, it takes at least one hour to go one mile to the grocery store on summer weekends. Fun times. [Name Redacted] Sent from my iPhone
251	As someone who travels the bay bridge Monday-Friday every week of the year. I not only strongly believe that another bridge is necessary, but that it would be beneficial for working commuters, and visitors to the eastern shore. I agree with the 8th proposal from around Davidsonville to south of Easton. This span would relieve Kent Island of some of the traffic struggles the residents deal with. Also, the fact that if the 3rd span is alongside the other 2,

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	travelers will still have to merge on to the 3 available lanes on route 50-causing back ups on to the bridge and creating a dangerous scenario if help is needed in the bridge. Having beach traffic drop on to route 50 south of Easton would give a straight travel shot to the beaches, instead of hitting local traffic through Kent Island, route 404, and Easton. You would also be removing backups due to residents in Anne Arundel getting off work coming together with travelers. As most that visit are coming from further away then Anne Arundel county you could have them enter in the new span.
252	A separated pedestrian and cycling land is an essential part of any new bay crossing or refurbishment. Please include this in any proposed outcome.
253	I live in Stevensville. Adding any lanes to the Bay Bridge will cause severe traffic issues on Kent Island and into Kent Narrows and then Grasonville. Residents here already live with too many road shutdowns due to jumpers and accidents on the bridge. Road congestion is an issue mainly Thursdays to Mondays causing residents issues for daily shopping, doctor appointments, school bus delays and most importantly delays for emergency vehicles headed west on route 50/301. Traffic congestion is already an issue in the afternoons from Thursdays to Sundays. The traffic does cause a life and death situation for someone who was injured or has an emergency health issue. It's time to share the load of traffic and face that fact that a third span puts the Kent Island residents, and travelers in possible dangerous life threatening scenarios. The transit system could be held responsible for this neglect. Recreation is an important revenue and personal enjoyment. The shore area in Delaware, Maryland and Virginia share the load of visitors. For the health and safety of the travelers and the people who live on Kent Island and along the route 50/301 corridor an alternate third span location is a MUST. One other issue that must be addressed is the additional number of vehicles that would travel over the cox creek bridge on route 50 on Kent Island. This bridge would require additional lanes to handle the traffic coming from the third span. If this bridge expansion is ignored then the expense of the third span on the 50/301 corridor is useless. The third span from Sandy Point to Stevensville is the easy solution but far from the safest, or best solution to the 50/301 traffic nightmare. Think safety first and you will not build a third span in this area. [Name Redacted] [Address Redacted]
254	Please do NOT build additional spans to Kent Island. I live in Stevensville and the existing traffic is terrible in the summer months and worse when there are 'incidents' on the bridge. My concerns about adding additional spans here include: * It could impact as many as 14 public parks and recreational facilities, * Spans here are threatened by climate change. Within the two-mile-wide study area along the existing 50/301 highway, about 5% of the land is "susceptible" to sea level rise by 2050, the analysis found. The highest-risk areas are on the Bay shore of Kent Island and along Kent Island Narrows on the east side of the island. * Traffic on Kent Island is gridlocked on weekends when westbound traffic overflows to local roads, primarily Route 18, through Grasonville, Chester and Stevensville. * A new span with a total of 5 or 7 lanes would add 2-3 bridge lanes to the existing 3 bridge lanes for westbound traffic. This would result in 5-6 lanes of westbound traffic merging into 3 lanes of traffic on the Sandy Point side of the bridge. This merging would cause extreme backup on the Sandy Point bridge exit that would cascade back to the 3 westbound lanes of traffic on Kent Island
255	Please send a map of the potential new crossings that shows #8 which appears to come down through Davidsonville on or near rte 424, turn east on rte 214 and run through to Mayo.
256	Please include a separate bike lane.
257	Broadneck Council of Communities _____ The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and

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	harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by there entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full compliment of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right. Sincerely, [Name Redacted]
258	The new bay bride expansion needs to be further south, not where it currently is located. Obviously a traffic pattern completed in 2017 does not show what is really happening. Once the traffic is off the bridge RT. 50E is bumper to bumper Friday, Saturday and then bumper to bumper westbound on Sunday. if anyone lives off of RT 50 the wait times are horrific. Lights are changed and it takes more time to cross over RT50 either way so we need to figure out how to go shopping or reach the hospital in Easton or go to The Docs in or U of Maryland walk-in across Easton. Look somewhere else further down. We've had enough disruption to our lives we don't need more.
259	Southern Maryland needs its own crossing. The shortest alternate span is between St. Leonard (Route 4) and Taylor's Island (Route 16).

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	This would complete the in-land loop posed by Route 50 between Easton and Cambridge and Salisbury. Drawing a parrallel line directly to Ocean City. Though initially more expensive, a tunnel would be preferred to protect the regions wildlife and provide more flexibility on the placement of openings on each side.
260	Bay cross study To whom it may concern; As a lifelong commercial fisherman, a member of the governors title fish committee for 12 years, I strongly oppose a third Bay Bridge on the Kent island area. The ecosystem of the Chesapeake Bay is not in a very good place at this time, and has not been for several years. We feel the impact of building a third bridge could be detrimental to the fish, crabs, and oysters that call the bay their home. The oysters have a vital impact on filtering the waters of the bay. Fishing and crabbing are not only an important part to the commercial fisherman of the bay, it is also very important to the sports fisherman and tourist industry of Maryland. We fear a new bridge in that area could cause the Bay to deteriorate and possibly never come back. Also, as a resident of Kent island the impact on the infrastructure of our area cannot support a third bridge. I have family that lives 15 miles away and we cannot see them on weekends because of the traffic back ups. We have to plan all of our trips around the traffic. As you know there is one way on and one way off this island. When the traffic backs up they use our back roads and all local traffic comes to a stop. Queens county is the only county on the Eastern shore that has an Emissions control testing site. Adding a considerable amount of new traffic would cause more pollution to our county. Thank you, [Name Redacted] Email. [Email Redacted]
261	I don't have a position on the location of the bridge but would like to see a ped/bike lane included in the final plans abs build of such a bridge.
262	Dear Governor Hogan, I would like to start by telling you, you have done done an awesome job with the coronavirus pandemic. This year has been horrible and my husband and I can see the light at the end of the tunnel. But, when it comes to the issue of the Bay Bridge and the traffic, you have it all wrong. We have been living off of East College Parkway for over 38 years. This is the house our children grew up in and where my husband and I plan on staying here till we no longer can care for the house. The Route 50 corridor has over the years gotten extremely busy. I realize this issue is all over. Putting a third span in or increasing the size of the old bridges will not matter in 10-20 years. Putting another bridge in south county or in north county will be the wisest option. We here on the Broadneck Peninsula that live or work in this area are having a hard time coming home from work or going out grocery shopping on a weekend. It would really be nice is our politicians who make decisions that sometimes make no sense, to come out this way and sit in this traffic a couple of times and see how it feels. I don't live on Kent Island, but we do go over there to eat. The same issue occurs on the West bound side of the bridge on Sunday's and Monday's during the summer. I beg you to review the situation by coming out onto Route 50 on a Friday afternoon or Saturday morning to understand our situation. Sincerely, ISCM[Name Redacted], USN, Ret
263	My name is [Name Redacted]. I live at [Address Redacted]. I happen to live on the Broadneck Peninsula in a subdivision called [Address Redacted]. I have been here for 38 years. And in those 38 years, we have gotten overcrowded to the sense that on the weekends, during the summer and on holidays, I can't get back to my house in a timely fashion because of the Bay Bridge backups. What I would like to suggest is improve the public transportation here for the peninsula, or perhaps build another bridge, either in South County, which is an option, or off of 100 down to Gibson Island. That area, from what I've seen, is empty and it could be a concept for that -- another span. I don't understand why you keep wanting to build onto this peninsula for people to get over the bridge. More and more people are moving out to the Eastern Shore and they're driving in to Washington and in to Baltimore, in to NSA, in to Fort Meade. We need to have something else for our community. The side roads, East College Parkway, Whitehall Road, all of this gets completely jammed up when there is an accident on the Bay Bridge, as far as I can see, even on the weekends, and again on the holiday weekends. And that's all I have to say. I thank you for your time.
264	I FIND IT MIND BOGGLING THAT ANYONE WOULD THINK OF ADDING MORE TRAFFIC THROUGH THE ANNAPOLIS/KENT ISLAND CORRIDOR IS A GOOD IDEA. THE ANNAPOLIS/ KENT ISLAND CORRIDOR IS ALREADY A COMPLETE MESS DUE TO THE BEACH TRAFFIC ON WEEKENDS. THE MOST SENSIBLE CROSSING WOULD BE FROM CALVERT TO DORCHESTER COUNTY, VIRTUALLY ALL OF SOUTHERN MARYLAND AND VIRGINIA WOULD USE THIS CROSSING AND WOULD EASE THE TRAFFIC ON THE EXISTING BRIDGE! A CROSSING UP NORTH OF THE EXISTING

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	BRIDGE WOULD NOT HELP BECAUSE MOST PEOPLE WOULD GO I95 AND THEN DOWN TO THE BEACHES. I CURRENTLY RESIDE LESS THAN A MILE FROM RT 50 AND CROSS THE BRIDGE ON A DAILY BASIS, ON THE WEEKENDS I CANNOT EVEN GO TO THE GROCERY STORE WITHOUT A 2 HOUR ORDEAL TO GO 1 MILE!
265	After reviewing the final 3 alternatives, Crossing alternative #6 (From Centerville to Pasadena) makes the most sense for future expansion and growth. I live on Kent Island and the current crossing is not adequate. Nor should widening existing lanes be an option. Diverting beach traffic to/from multiple locations off of 50/301 access points alleviates choke points along 50/301. People traveling from Western Maryland/ Baltimore / Delaware regions that currently take routes 100/32/97/2/450 to 50 over the Bay Bridge could easily cross another bridge from 100 going through Pasadena thus diverting choke points on 50 (at 97/50 junction and the Bay Bridge). After experiencing the fallout caused by Emergency events on the bridge (suicides/police standoffs, etc.) these events cause MAJOR backups because traffic halts. At this time there is only 1 way across the Bay, so alternatives need to be developed for alternate routes. Maryland MUST proactively develop an alternative routes to the eastern shore and not merely expand upon known existing traffic congestion. If a Severe Emergency Evacuation event were to occur the congestion would be horrible. This could also lend to more revenue at Maryland Live. If major travelers on their way to the Eastern Shore may be inclined to patronize MD Live since it would be right on their route. Has Maryland Live been approached regarding possible funding if another crossing (Alt #6 going onto 100) was developed? They may be willing to provide funding if that alternative crossing was discussed? This revenue would offset expenses. Thank you for your consideration
266	The Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) recently released the Chesapeake Bay Crossing Study: Tier 1 National Environmental Policy Act Draft Environmental Impact (DEIS) Study. This report is an analysis of potential impacts of a new bridge connecting the Western and Eastern Shores across the Chesapeake Bay. The study has narrowed 14 previous choices for a crossing down to 3 corridors plus a no build alternative. The three options under consideration include Corridor 6, Pasadena to Centerville; Corridor 7, along the existing alignment of the current bridges from Annapolis to Kent Island and Queenstown; and Corridor 8, from Mayo to US Rt. 50 north of Easton. The study is well done and thoroughly evaluates the 3 routes along with consideration of a no build option. The study concludes that Corridor 7 (Annapolis to Kent Island-Queenstown), “had substantial advantages over the other Corridors 6 and 8”. While Corridor 7 is the preferred option at this time as recommended by the DEIS, I would like to highlight just a couple of the many reasons why Corridor 8 should be eliminated from further consideration. Corridor 8 would include an alignment along Routes 424 and 214 in the vicinity of Davidsonville, Mayo, and Beverly Beach on the Western shore to a new bridge. Both of these roads are 2 lane highways which would clearly require major upgrades and widening to carry the projected amount of traffic for the new bridge. The study estimates that this route would have a summer Average Daily Traffic (ADT) count of 55,200 vehicles per day (Table 5-1). The non summer ADT would be approximately 20,000 vehicles. Once the crossing clears the Chesapeake Bay, it would touch down in the Claiborne/McDaniel Area near St. Michaels in Talbot County with likely an interchange allowing traffic direct access to St. Michaels along rural Route 33. Needless to say routing such a large number of vehicles through the Town of St. Michaels would be a disaster. Continuing east from Claiborne, the corridor would require a second bridge, this time across the Miles River and then a road network toward Unionville and connecting with a new interchange at Route 50 near the Talbot County Community Center and Hogs Neck Golf Course. Such a route through Talbot County would require a vast new road infrastructure system from the terminus of the Miles River bridge crossing to Route 50, as there is virtually no roadway network that could remotely handle the many thousands of vehicles projected. The report states that Corridor 8 includes the greatest acreage of residential land impacted by construction, particularly in the vicinity of Mayo, Beverly Beach and St. Michaels, as their density and distribution would make avoidance difficult (p. 4-127). Having Corridor 8 developed would reduce travel time to Washington DC, surely resulting in increased growth demand for residential development on the Eastern Shore, which is currently stressed for water and sewer capacities. From a land impact standpoint, the study notes the total area impacted by Corridor 8 to be 46,810 acres, of which 26,239 acres is land area - significantly more than either of the other two corridors. Of the land use impacted, 9,250 acres is agricultural land; 8,520 acres is forest; and 6,830 acres is residential land. All of these categories show more impact with Corridor 8 than with the other two alternatives and thus represent an unacceptable land use impact on the natural features of the Eastern Shore. Corridor 8 has severe negative land and water disturbance and severe cost implications over the other two choices. Approximately 20,590 acres of water area is being impacted. This includes 12 miles for a bridge over the Chesapeake Bay; 4 miles of other water crossings; and 21 miles of land disturbance, which makes Corridor 8 the longest water crossing of the Bay and has a total length of 37 miles of roads and bridges! This compares with 28 miles for Corridor 6 and only 22 miles for Corridor 7. This increased disturbance obviously equates to more construction costs. The

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	cost of bridge and road crossings (excluding any consideration of a tunnel) ranges from $11.7 to $15.7 billion dollars for Corridor 8, whereas the other two alternatives range from around $5.4 or $6.6 billion on the low side to $7.2 to $8.9 billion on the high side for Corridors 6 and 7 respectively. Thus the least expensive cost for corridor 8 is $11,700,000,000, which is substantially more than the highest likely cost of the other option, $8,900,000,000. Clearly the public funding impact alone should disqualify Corridor 8 from further study. Finally the study examines numerous environmental and socioeconomic resource impacts occasioned by the 3 alternatives. Corridor 8 has the most adverse impacts in terms of tidal and non-tidal wetlands; sensitive species; green infrastructure; steep slopes; hydric soils; historic sites; and essential fish habitats. All of these impacts are detailed in the DEIS, which notes on page 4-127 that "Corridor 8 would be the most environmentally impactful compared to alternatives within Corridors 6 and 7, particularly to natural resources". It is difficult to understand how Corridor 8 is even being considered. Its cost, environmental disturbance, and land use impacts are substantially more adverse than the other options. I would urge the MDTA and FHWA to follow the recommendations of the DEIS and eliminate Corridor 8 from any further consideration.
267	Edgewater is not a viable option. The traffic increase alone would completely change the area, and change it for the worse.
268	Solomon's Island to Crisfield
269	After reviewing the DEIS I was dismayed to learn that the study was based on one (1) week's worth of analyzed traffic in 2017. For such a large project, using this miniscule amount of data cannot be considered an accurate representation of traffic volume. Personally, I do not have an opinion on whether building another bridge is necessary or not...I simply feel the decision must be made using accurate/representative data. A one (1) year analysis would provide a more appropriate and scientifically acceptable data set.
270	Traffic on Routes 2, 3, 97 and 50 is too heavy now in the summer, 97, and very heavy every day.There is enough pavement on the Broadneck peninsula already, and the amount needed to facilitate traffic on feeder roads to the bridge would be horrendous. There has to be better thought out solution and placement of any new bridge/causeway across the Chesapeake bay.
271	Participants: Please consider the type of congestion that will be created BY PLACING an additional span in the same location with ONLY the same number of overall lanes and the amount of traffic feeding into them when evaluating the alternatives. If the idea is to address growing traffic levels, the same roads with an additional bridge is NOT going to solve the issue. The roads in and around Annapolis and Whitehall will remain gridlocked. The new traffic levels need to address the sources of the traffic that must funnel into the current bridge spans. If SOME of that current traffic as well as the anticipated growth is moved AWAY from the current infrastructure it will reduce the overall load in the near term and provide a more reasonable mode of crossing the bay for those that must travel long distances just to get to the bay bridge initially. Please consider dissipating the load away from the current bridge spans. More bridges without more roads will do nothing. [Name Redacted] [Address Redacted] [Name Redacted] Lead Associate - Sr. Contracts Administrator – Army Booz | Allen | Hamilton _____ 304 Sentinel Drive, 5026B Annapolis Junction, MD 20701 [Phone Number Redacted] (Office) [Email Redacted]
272	Please consider bike pedestrian access with a new bridge. The tourism and enhanced access adding cycling/pedestrian infrastructure should be added to any scope
273	#7 needs to be built ASAP in the form of a tunnel, bridges need too much maintenance, they distract drivers looking around and offer platforms for suicide. At the same time approval and planning for#1 and #12 need to be planned and approved to start upon completion of #7. They should all be tunnels and if people don't want to pay the extra money, they can go sit in line at the Bay Bridge. It's rediculous that the second bridge was built 20 years later and nothing has been done for almost 50 years. Stop talking about it and get it done!
274	Only a tunnel next to the existing bridges would be an appropriate alternative. Only a tunnel will have uninterrupted travel from weather events like high wind and snow. Only a tunnel will prevent suicidal jumping or attention seekers! If it costs more, charge more for the tunnel only. You can't put a price on life saving dependable transportation.

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275	does anyone in annapolis actually care how these affects the lives of the people of Kent Island, it doesnt appear so. WE so dread the summer invasion. Our infrastructure cant handle much more.Most of our long time residents are leaving.we are welcoming people but now we have to move to find peace. At one time believe it or not this was called the "land of pleasant living".REALLY!
276	Good evening. My name is [Name Redacted]. and I live at [Address Redacted]. We, my family and many neighbors are adamantly opposed to the bridge at its current state. There are studies that state from the environmental planning company firm AKRF in Hanover that it's not necessary. While I think we do need other spans, not here. Is the state going to take our property via eminent domain? If they enlarge 50, how does that impact our life and our livelihoods? So, we're opposed to, the third span at the current place. Thank you.
277	My family, close community members & I are opposed to placing another span at the US 50 Corridor. Surely, we are & have been directly & negatively impacted by political 'Reach the Beach' campaigns over the years. In addition, there are routinely back ups bc of weather, vehicular accidents or spills. And, the ever increasing & unacceptable back ups for entry to Sandy Pt State Park. However, in spite of all the downsides to 10 - 14 mile back ups, etc., we are opposed to having yet another span built in this area. Other options are available. How many properties will the govt target, seize (or steal), via eminent domain, to place another span here? How many family's are they willing to displace? My family's ancestors are descendants of the enslaved on these shores. They worked & sacrificed for decades to maintain this land and we have no intentions of allowing the govt to steal if for a bridge or any other structure for that matter. Imagine them having worked & sacrificed all their lives & us as well to result in us having to potentially spend hundreds of thousand for attorney's to fight our own government. But, we will if we have to. In closing, the state won't even repair our Access Roads yet they are willing to spend Billions to force another span down our collective throats. We offer a resounding NO! And, we will FIGHT it.
278	? ?? ???????? ?? ?????????? ?? ??? ??? ?????? ???????? ????? ??? ? ??? ???? ?? ??? ??????? ?? ?? ????????. The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures?

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	• How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Skidmore Drive, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
279	? ?? ???????? ?? ?????????? ?? ??? ??? ?????? ???????? ????? ??? ? ??? ???? ?? ??? ??????? ?? ?? ????????. The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision.

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	- A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Skidmore Drive, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
280	I write in opposition to the focus on corridor #7 in the current Bay Bridge Crossing study. I moved to Annapolis in 1994 and have lived off exit 31-Whitehall Road since 2012. In those years, we have suffered from both routine backups/delays caused by traffic volume and accidents, as well as extensive backups and delays caused by events such as ice dropping on cars earlier this year and the police activity by Cox Neck Rd on May 8, 2021. These events point to the need to have an alternate corridor across the bridge rather than continuing to funnel more traffic through the choke points on US 50 between I-97 and the US-50/301 split on the Eastern Shore. When these events happen, the quality of life of local residents is negatively impacted, even if we do not need to cross the Bay Bridge. It also impacts the ability to conduct business in the area, the ability to get to offices and meetings, even the ability to go out for a meal. The current proposal did not include a study of all the costs of the approach road corridors on either side of the potential crossing sites. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. We don't even know if the proposed bridge would be a replacement bridge or an additional parallel bridge. How can we lock in the selection of this corridor without considering the additional impacts (i.e.. eminent domain land confiscation) and costs of all of this required work? The Purpose and Need statement is a critical piece of the report that allows for an informed selection, but it was poorly implemented. It must include not only traffic volume but should include the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Thank you for considering my request to reconsider this process and do it right before finalizing this decision.
281	I am against a new bridge or an expansion on Route 50 at the Chesapeake bay. There is too much West Virginia, Virginia, Pennsylvania, and New York traffic. Study people and how they vacation, they go south. If there were another bridge north of the Chesapeake Bay Bridge the solution of those out of state motorists would be solved. They would not come down as far as Annapolis and Kent Island to get to the beach. We had a HS student during the decking repair a couple years ago. The HS kids couldn't even get to school on time. I worry also about that during any new construction. Any excuse to be late or not show up to school, they may take advantage of. I can imagine a project of that magnitude would mess up the Kent Islands school system for that

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	duration of time. There are 6 schools within a mile of the eastern shoreline. Please look into connecting an alternative route connecting Chestertown on the east and maybe connecting route 100 or 695(Baltimore beltway) on the western shoreline. Thank you
282	I think the plan for constructing the new Chesapeake Bay crossing at the current Bay Bridge Crossing location is the most realistic location. Most of the needed infrastructure is already in place.
283	Dear Maryland Transportation Authority (MDTA), I've looked over the proposals for a third bridge over the Chesapeake Bay and not one of them looks well studied enough to be viable. You will wind up making contractors very wealthy while tearing up land and environment and in a few years you will return to the table proposing a fourth Bay Bridge. It's a developer's game — build it and they will come. We don't need to encourage great quantities of building and traffic in this area. It's saturated as it is. Please focus on quality of life and look for other transportation solutions. Going with E-Z Pass/electronic tolling was a good start. Thank you. [Name Redacted] [Address Redacted] [Phone Number Redacted]
284	Refer to subsequent section for scanned letters and email attachment comments.
285	My full name is [Name Redacted]. I live at [Address Redacted]. It's on the Broadneck. Tonight, I'm representing myself. Okay. The Tier 1 Bay Crossing Study has cut corners with its inexpensive approach to a complex problem by giving short shrift to important factors, basically ignoring all considerations except traffic flow, the resulting report provides too little information to make an informed, smart decision for Maryland's future. By not even studying a proper large sample of traffic conditions, and not properly assessing the future of traffic, this limited study fails to be relevant to the future of Maryland. There are important factors that should have been deeply considered for the purpose and need of this project. 1. The potential for automation to manage traffic flow. The approach roads need the same level of serious attention for managing the flow that the roads -- with the roads that we do have. The effects on the Eastern Shore development and the environmental harm of sprawl. 3. Generating greater traffic flow and restricted environment of the Number 7 Corridor. The approach roads did not receive a serious review for assessment of what would be sacrificed to make this work. Redundancy of national security, and even protection from normal disruptions. The selection of the corridor, the current corridor, still means we have a bottleneck that can be easily blocked. Redundancy should have had a much greater weight in this process. I believe fulfilling the true intent of a purpose and need study requires a pause or a halt to this record of decision until these other aspects are deeply studied to allow a truly well-considered decision to be made. Maximizing traffic is not the only need for Maryland, and should not eclipse all other factors. At a minimum, the study should be looking at how the purpose and needs of Maryland can be met by true alternatives to the North and South of Corridor 7. The Number 6 and Number 8 Corridors are not true alternatives. They all lead to traffic gridlock when things go bad on the bridge or approach roads in Central, Anne Arundel or Queen Anne's Counties. All are tied to Route 50 and 301 Corridor to some extent. Deeper study of the crossing near Baltimore or South in Calvert County, or a no-build option with technological mitigation will provide the level of information that we need to truly make an informed decision on the future of transportation across Maryland. Please halt this process and obtain the proper level of detail required to make smart decisions for the people of Maryland. Thank you.
286	The last chance to affect the choices of the Bay Bridge Tier1 Study is upon us. There is only one item on the agenda – where will a new bridge be built, nothing else. The study, done on the cheap, short circuited the process by mainly considering how many cars per hour could be directed from one end of the bridge to the other. If this is the only significant item in the "Purpose and Need" portion of this study, so don't be surprised at what we will have to sacrifice beyond the bridge boundaries to achieve that goal. The presumed recommendation is to use the current Bay Bridge corridor. Once this decision is ratified, no other corridor will be looked at, even if things get messy/expensive in the Tier 2 detail study. Most importantly - relying on a single corridor to reach the Eastern Shore from the most populated portion of Maryland is not a good purpose or need! I believe the goal of a massive restructuring of central AA County to cater to more single occupancy traffic is misguided, I believe funneling more traffic to the same location leaves us vulnerable to mishap and intentional disruptions. There has been an inadequate study of the potential benefits of another location for the bridge. The only benefit reviewed is the number of cars that can get from one side of the bridge landing to the other. And none of the extensive downside or benefits to the actual corridors leading to the bridge have been factored in, these could have a massive effect on corridor selection. There is a "No Build" option. With commuter work patterns in doubt, digital toll collection and automated lane

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	control coming, the future bridge "Need" is becoming less clear. I believe the study should be halted until the Purpose and Need study is comprehensively restructured. Until the items normally addressed for each potential corridor are answered, there is not enough information to make a smart choice. This selection process should be stopped until there is an ability to make a smart choice. [Name Redacted] [Address Redacted]
287	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - The COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
288	Edited: I believe it is unwise to select Corridor #7 based on the Purpose and Need to move more traffic through the Annapolis/Kent Island Corridor. Providing more lanes will only draw more traffic and we will once again be clogged up and not have achieved a long term solution. A much larger review on what will be in the long term interests of Maryland residents should happen before we commit to a corridor based mainly on a poorly conducted traffic study. There is research and actual examples to suggest building more lanes to accommodate more traffic will not solve the problem. I would encourage the MDTA to read this material. Quoting from an article on the website https://www.governing.com : https://www.governing.com/assessments/asphalt-gridlock-and-common-sense Asphalt, Gridlock and Common Sense It's clear that adding lanes to urban expressways or building new ones doesn't reduce congestion. Sometimes it

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	makes things worse. So why do we keep doing it? May 4, 2021 • Alan Ehrenhalt "Sometimes in government, the best-laid strategies of policymakers and consultants are much less rational than ordinary common sense. Nearly everyone in America believes, correctly, that workers shouldn't be yoked to their employers for health insurance, even though we can't seem to change that. Nearly all of us can see that our zoning laws are a hodgepodge of outdated rules that ban mixed uses in neighborhoods badly in need of them. I could make a much longer list. Other times, however, what seems the most elementary common sense turns out to be wrong. Nothing looks more obvious to most people than the idea that when a highway is choked with traffic, the solution is to expand it or build another road nearby. It looks like plain common sense, but it doesn't work. A whole slew of examples from recent history is sufficient to prove the point. There is, to cite one clear case, the Interstate 405 freeway in Los Angeles. In the first decade of the new century, it was such a traffic-clogged mess that people would leave social engagements hours early with the excuse that they needed a head start on the 405. So it was widened in a five-year project ending in 2014 at a cost of $1.8 billion. The benefits? Not very many. Travel times actually increased once the project was finished, although rush hours shortened slightly." "IN THE FACE OF ALL THE EVIDENCE, one would think that a new common sense would have evolved by now: Stop doing this. It's counterproductive. Remarkably, that hasn't been the case. Most big cities seem to have caught on and are no longer seeking to expand the highways within their borders. But quite a few state transportation agencies have failed to get the message, or are simply ignoring it. They are run by traffic engineers who received their training in the "add more asphalt" era and have not bothered to change their minds to meet reality." _____ A traffic study on the subject of highway congestion: https://trid.trb.org/view.aspx?id=694596 THE LAW OF PEAK-HOUR EXPRESSWAY CONGESTION This paper examines peak-hour traffic congestion and the nature of its relationship to traffic equilibrium theory as supported by Down's Law of Peak-Hour Traffic Congestion. This Law states that on urban commuter expressways, peak-hour traffic congestion rises to meet maximum capacity. A complex set of forces lie behind this Law, which are analyzed by presentation of a model of commuter decision-making and its underlying set of assumptions. Traffic equilibrium is further discussed and illustrated through 3 commuting scenarios or cases: 1) a city with automobile-driving commuters only; 2) a city with both automobile-driving and bus-riding commuters; and 3) a city with segregated track public transit and automobile-driving commuters. Corporate Authors: Eno Transportation Foundation 1250 I Street, NW, Suite 750 Washington, DC United States 20005 Authors: Downs, A Publication Date: 1962-7
289	Dear Bay Crossing Study Reviewers: I attended all of the Bay Crossing Study public sessions and have reviewed the findings. I saw the environmental concerns with options other than placing a third bridge along the same corridor or elsewhere in Anne Arundel County. However, your study did not offer remedies for the traffic nightmares that block Route 2, Route 50 and the three main roads to enter Annapolis whenever one of the bridges is shut down for maintenance or accidents. Just last Sunday (April 11, 2021), on a day where substantially fewer people were crossing the bridge due to the pandemic than on a normal spring Sunday, a car catching fire on the eastbound bridge shut down that eastbound span. I live right off West Street and was working in my yard, so I could see the traffic that was bumper-to-bumper for a few hours. Those who need to cross from one side of the Chesapeake Bay to the other either to get home or to go to work need an alternate route. Building a third bridge in the same corridor will not allow that. My request is that the team search for other routes to build a bay crossing. Until then, I ask for the "no build" option. [Name Redacted]
290	I have been a long time resident of Kent Island, enjoying the serenity of the natural surroundings. And yes I have to commute over the bridge and for 3 months in the summer that can be challenging with traffic on the weekends. However, I don't believe we need another span at this point. Even though traffic is slow at times, there isn't enough traffic to cause an investment in a whole new span. I believe the improvements to the existing bridge, with no toll plaza, better merging and with people staggering their travel is sufficient to handle traffic for a while.

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	I do know that is the span is built on option 6, that an already strained Kent Island will be destroyed. More options for travel will invite more people which will make the situation worse. I ask that you not consider option 6. Regards, [Name Redacted] Sent from my iPhone
291	It is unbelieveable that with all the money spent on this "NEW BRIDGE TO OCEAN CITY", not the only beach in the world, after 20 years of study a better route could not be found. You intend to disrupt elementary, middle and senior high schools on both sides of the Bay, four 4 months of summer beach traffic. With Stevensville, Chester, Grasonville and Queenstown becoming bedrooms and senior citizens communities, that in itself has caused traffic problems. With his new route, how many homes will be destroyed, as well as schools and business The people making these decisions have not done their homework. I do not think they realize how many lives will be disrupted by their careless decisions and they probably do not clear since it will not affect then at all. Ocean City has some deep pockets and I am sure they are ready to spread the wealth. NO NEW BRIDGE USING ALTERNATIVE 7.
292	If the proposed new bay bridge is to be located next to the 2 existing bridges, then Main Street on Kent island needs to be turned over to queen Anne's county jurisdiction so as to be able to restrict traffic trying to bypass traffic backups on the bridge west bound. As its exists now the thousands of residents of Kent island are held prisoner in their homes due to gridlock caused by the beach traffic on Main Street. Not to mention the life threatening condition this causes to police and fire responses. Sent from my iPhone
293	Dear MDTA: Thank you for the opportunity to review the tier 1 DEIS. You have done a GREAT(!) job presenting all information. Clearly, the corridor 7 option is the most environmentally friendly, as well as the most cost effective. Esthetically, I would personally prefer bridge-tunnel, but not at the costs indicated. I did not read every word of every document so I am uncertain from the documents if the tunnel option has been previously abandoned. I would prefer seven lanes, but again only with careful consideration of cost versus traffic reduction. Increased toll costs should be a consideration. In this case, I will imagine that a new alignment would be considered versus existing alignment. As a 78 year old, it is doubtful that I will ever get to see or travel on the new bridge. I appreciate everything that you have done to ease the travels of my kids and grandkids. [Name Redacted] [Address Redacted]
294	As an Arnold resident, the last thing anyone in this area needs is another bridge and more traffic. It's already unbearable which includes passing through drivers exiting route 50 and backing up the Naval Academy Bridge, Route 2, local Arnold residential roads, College Parkway, etc. Looking at the options area 6 seems to make more sense - expand route 100 to a true highway for its entire length, give it a better link with 70 and then have the traffic join 50 well inland on the eastern shore. Maybe have something like the inter county connector from the beltway link up as well. Build a serious bridge - double decker with 6 lanes on each for 12 total like the Verrazano bridge in NY between Staten Island and Brooklyn. I think this would split up the DC / Southern travelers and the Baltimore / northern travelers. Don't plan for 2050 plan for 2100. Or... a little radical, how about an easier / faster route from the Middle River area over the bay and then a new interstate south on the eastern shore?
295	I have lived in on the Broadneck Peninsula for 40 years. Rt. 50 once was so quiet grass grew up in the cracks of the cement roadway. Today, the hwy is the worst I have ever seen it. Every Friday and Saturday from spring til fall, the backups to get over the bridge goes almost 14 miles, back as far as parole intersection. Last week it was past the Severn River bridge. The highway is totally stopped, or stops and goes at 5 mph. Cars are in line well over an hour to get across. Adding another bridge would increase the traffic beyond measure. In addition to traffic, when there are frequent accidents on the bridge, the gridlock goes onto college parkway and Ritchie Hwy. Once you cross over to the Eastern Shore, the redlights by Chesapeake College causes lines a couple of miles long, and the cross over streets have cars waiting over 10 minutes before the light turns green. Adding more cars is insane. What needs to be done is making a bridge or tunnel south of Annapolis, to bring cars to the Ocean City area by avoiding this high density, traffic filled area of the Broadneck Peninsula. Also the access roads get congested on the weekends, as people try to cut around the rt. 50 jam, but they only cause more jams. You need to consider a tunnel, in Southern maryland, near rt.5 to bring heavy traffic away from the Broadneck peninsula.

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296	Please consider other locations for the third span. We live on the Broadneck Peninsula and are already dealing with terrible summer traffic with the current plan in place. Adding a span would harm our neighborhood and possibly destroy Sandy Point State Park. It makes more sense to build this bridge north of Annapolis and connect other parts of the state.
297	Refer to subsequent section for scanned letters and email attachment comments.
298	Hello - simply put, traffic needs to be spread out away from the Annapolis area, and another option (other than #7) for a Bay crossing needs to be seriously considered. Any time there is a vehicle accident, bridge jumper, police standoff, summer Ocean City traffic, Sandy Point festival, or other area event on the bridge, or at the bottlenecks at the Severn River bridge or either end of the Bay bridge, traffic backs up for hours. This negatively impacts local residents by jamming local access roads with drivers seeking a short cut. Traffic volume and noise (especially truck air braking) has also increased dramatically on Rt. 50 through Annapolis during the past few years. Although a no build option would be best for the near future, options 4, 5, or 9 need to be seriously considered for the increasing traffic from the urban areas of Baltimore and D.C., and give drivers another option during the frequest Rt. 50 traffic backups. Annapolis can't continue to handle it all. I know - I live in Annapolis. Thank you very much for taking my comments.
299	I prefer corridor 7, using the existing infrastructure and bridges. I am a landowner in Kent County and grew up there. I have family in Kennedyville and Rock Hall. According to the report, MDTA also prefers Corridor 7: The corridor screening results and further evaluation in the DEIS showed that Corridor 7 had substantial advantages over the other CARA, Corridors 6 and 8. The advantages of Corridor 7 included: › Better congestion relief at the existing Bay Bridge › More effective reduction of duration of unacceptable level of services › More effective backup reduction at the Bay Bridge › Better compatibility with existing land-use patterns likely resulting in fewer indirect effects › The best diversion route and overall incident management › Potential for lower environmental impacts particularly to Chesapeake Bay aquatic resources Seems like a no-brainer to me!
300	I believe that the best alternative is Corridor 7. This option would have the least environmental impact since it follows the existing road network and therefore likely the least expensive option. Corridor 7 also would provide more options to manage the traffic flow on the bridges during either an accident or bridge maintenance. I do not believe the Corridor 8 option should be pursued since it will have the most environmental impact and cost due to the need to expand MD 214 and MD 424 to accommodate the additional traffic and would negatively impact the Crofton, Davidsonville and Edgewater communities.
301	Any new bridge needs to consider 2 vital things in the success of the project: 1. The 404 traffic - there is a tremendous volume of traffic headed to the Delaware shore that leads to extreme volume during the summer on Rt.50 between the 50/404 intersection in Wye Mills, Md and the Rt 97/50 intersection just outside Annapolis (Routes 5 or 6) 2. The span on the western side should have immediate access to another major highway, whether it be 695 east of Baltimore or Rt.5 if a southern span is chosen. The southern span would obviously require significant infrastructure from Taylors Island, avoiding the Blackwater National Wildlife Refuge, to link up with 50 somewhere between Vienna and Salisbury in Maryland. While this would not alleviate the Rt.404 concerns, it should help with the DC/N.Va travelers. Unfortunately, I think the majority of DC/NoVa travelers head to delaware rather than Ocean City and therefore might not find that southern route more expedient than the one currently in place without further cooperation from the state of Delaware in building a limited access express highway jointly with Maryland from Salisbury to Lewes.(Route 10, I believe) Routes 7 and 8 would do nothing to impact the current traffic issues and as the bottleneck would remain in the same area where it is currently and is the one that presents the largest problem. Certainly the population explosion in the Kent Island and Easton regions as well as people from the region relocating in retirement to Delaware for tax purposes but maintaining Doctors and other essential services as well as family in the Baltimore/DC corridor has created a year round volume of traffic not previously seen as little as 10 years ago. That traffic will likely grow. Adding a single "cars only" lane to the eastbound span, whether underneath, attached to the side or whatever other expedient and fiscally responsible solution can be found should rectify most issues with the non-beach traffic concerns. The only solution for the Beach traffic is finding a way to re-route the 404 traffic away from Rt. 50. I beg you to keep this in mind as you move forward with you plan. Thank you, [Name Redacted]

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302	The route cannot be put on a one way in and out road with no other way in or out. Mountain Rd in Pasadena is already dangerous enough and periodically backs up for hours after accidents, downed telephone poles and pedestrian deaths.
303	As a resident of the Winchester on the Severn community, I most strongly object the continuance of the proposed MDTA selection of a 3rd Bay Bridge crossing to be located in the Route #50/301 corridor. If enacted, this construction will turn the Broadneck Peninsula into a mixing bowl of approach roads and ramps and will effectively destroy the quaint communities/neighborhoods north or south on our already crowded region. The ever increasing use of "Waze" type traffic avoidance software applications have already aggravated the traffic flow through established neighborhoods with school age children during rush hours and weekend beach travel through the area!
304	Dear MDTA Bridge Span Decision Makers, I am a resident of Queen Anne's County and my family of four lives in Chester, MD. I am extremely concerned about the potential of a 3rd span going through Kent Island. Quality of life should be a consideration in this project. My kids have to leave approximately 60 minutes or more before anything scheduled on a weekend that is around the island that otherwise takes 10 minutes to get to. We have been late to baseball games, birthday parties - it is a real struggle for families. We love our community, but our community is not ours Fri-Sun from May to September. I see horrific traffic buildup in Annapolis as well with bridge traffic. If another span was built either north or south of Route 50, this would solve Annapolis traffic as well. It is not responsible that anyone along the western shore has ONE way to access the Eastern Shore. For safety concerns, your committee should think about the investment you are making in building a span north or south of the current bridge. My friend had to get life-flighted last summer had a head injury. There was no other option because traffic was so bad. This is NOT ok. This is NOT caring for your citizens of your state. Please consider these real-life situations and pretend this is your family when voting and making your decision. These are human lives - every minute counts when there is a traumatic injury. If we are unable to access trauma units, lives are at stake. Thank you for your time. Please vote responsibly and for the long-term health of our community and our state. Best regards, [Name Redacted] [Address Redacted]
305	As long-time residents of St. Margaret's Landing, we strongly request that the new Bay Bridge not be located in the Rt 50 corridor. An additional bridge will likely destroy our community of 150 homes. It will also destroy valuable pastureland in a nature conservancy on Whitehall Road, the historically African American community of Skidmore, crucial wetlands and the waterways of Whitehall Creek, Whitehall Bay, Meredith Creek, and Mill Creek. It will also destroy Sandy Point State Park, one of the few public beaches in Maryland. We have suffered for years from heavy traffic, noise and pollution from Rt. 50. It is time to spread the burden of a new bridge to other locations.
306	I oppose any new Bay crossing that does not include dedicated lanes for mass transit and dedicated lanes for bicycles. We cannot keep spending billions of dollars on single-occupancy vehicles that perpetuate environmental destruction and climate warming.
307	If a new crossing is to be built, it should be the southern route, not using Rt 50 through Annapolis/Kent Island. There needs to be an alternate route when Rt 50 is closed for some reason. Last year there were repeated closings because of people jumping, or threatening to jump, from the bridge; this past weekend Rt 50 was closed for something like 8 hours because of a standoff situation. There is no alternative. Folks from Baltimore can go around the top, but folks from farther south have no options. I know people who have missed important family events, or even medical appointments, because of closures on the bridge and the associated portions of Rt 50. There needs to be an alternative for the mid/southern portions of the western shore.
308	Refer to subsequent section for scanned letters and email attachment comments.
309	I'm The Rev [Name Redacted], resident of St Michaels Talbot County; active in civic affairs. Decades ago there was talk and plans for a Bypass around St Michaels, so that those who lived north of St M's could avoid the congestion of tourism traffic in St M's. A coalition was formed, and between them and environmental studies, the plans came to a screeching halt. Please note that tourism has increased exponentially through the decades. The Eastern Shore is a national treasure. The Chesapeake Bay is one of the most beautiful and largest bays in the world. St Michael's is also a State and National treasure; verified by tourism. Further, people from dozens and dozens of foreign nations visit St Michaels yearly. (Christ Church Episcopal-St Michaels has records to support this.) We rarely leave our in town home during the weekend due to the traffic. St Michaels cannot tolerate more traffic. I believe that to be true for Queen Anne's Bridge areas. Back to nature. I have to question if environmental impact studies have thoroughly studied the 'many' proposed

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	corridors; let alone the current three hot spots. If that had been done I believe that the current three crossings would be off the proposal list. I know St Michaels would not be considered, just given the studies done for the proposed bypass, decades ago. None of the currently preferred three proposed sites have the infrastructure apart from the building of the proposed bridge. Even at the current site of the two bridges, Route 50, either side of the Bridges, which we referred to as The Bridge, could sustain the additional traffic of a 3rd Bridge. And neither is there room to expand Rt 50, especially on Kent Island. I believe you have heard this from Residents of Queen Anne's County. In Talbot Co. there is nothing but Tidewater and farm land. All roads would need to be continued raised road/bridges highway as we see the land receding into Bay. This is a reality and is not going away. Climate change and erosion are real. As you know, it is not just a matter of building a bridge. If the goal is to get 'them' to the Ocean, it's going to take a lot of roads. Has a study been done showing where the majority of the beach goers are from? That should also dictate the placement of a new Bridge. Are they from Northern VA, DC, and northern 'Southern' MD? Or are they from PA, Baltimore and north of Baltimore? The roads leading to Annapolis currently cannot handle traffic, even weekday traffic. And what of the Seven River Bridge? It is a traffic halting funnel. Does the Commission Study the current traffic patterns and conditions? We need to get traffic away from these arteries, not increase it; especiallyfor Rt 2(Ritchie Hwy) and Rt 50, I-97. Back to study!! More is needed. I believe the Shore folk will engage the EPA to fight the current proposals. St M's fought the British off in 1813, and in recent history the proposed Bypass. There is no value or benefit whatsoever in the St M's Bridge crossing. Some of us, tongue in cheek, say: Bring it in to the current 3rd most northern proposed site, and dump them in the farm fields. And we laugh. We really don't want the farms destroyed or the farmers hurt in any way. If you think we don't wrestle with the need and wrestle with the where, you would be wrong. We understand the need. And so should the builders of the newer Bay Bridge back in the 70's. It should have had 5 or 6 lanes or been a double decker, as bridges are in other states. Hopefully foresight will used this time. You'll also need plug in stations on the Bridges for cars that get stuck for hours due to crashes, police events, and jumpers. There is much work yet to be done. My husband and I are in our early 70's. We'll be dead before the Bridge is built. But we care. We were born and raised in Maryland. My family, [Name Redacted], have been in Talbot Co. since 1672. [Name Redacted]ship builder, builder of the nick named 'Pride of Baltimore' among dozens of clipper ships, helped win the war of 1812. This is history. This is creation of The United States of America. MD, one of the original 13 Colonies, has a proud and progressive history. The new Bridge needs to reflect this. Perhaps in an alternative site. Thank you! Sincerely, The Rev. [Name Redacted] [Address Redacted] [Phone Number Redacted]
310	Put a third bridge where it will do the most to lighten the current traffic load on the existing bridges. Where do most of the current cars/trucks come from when heading east? Baltimore or lower Bay region? Where will the traffic go once across the bridge? Are there existing roads to handle the load it would generate or would this be another project in the making? Do the residents on the Eastern shore get a say in where traffic will come ashore? [Name Redacted]
311	Greetings, I do not agree with a recommendation to add the third crossing adjacent to the existing twin bridges. The Rte. 50 corridor on both sides of the current crossings are beyond capacity. My suggestion would be to locate a third crossing in southern Maryland. The preferred location would be near Cove Point in Calvert county. The bay is very narrow at that location. The approach on the western shore could tie into the Rte. 4 corridor and carry the DC and Virginia traffic to the eastern shore. This could potentially reduce the traffic on the Rte. 50 corridor. The approach on the eastern shore would provide development opportunities to an area in need of growth.
312	Hello, As a long time resident of Pasadena and residing off of Mountain Road where one of the proposed routes for the additional span of the Bay Bridge, I would disagree that is a potential route. We are already slammed with our daily traffic as it is. To add more congestion would be a potential hazard if there is an emergency. Delayed exiting of emergency vehicles from the peninsula could be life threatening. Please consider adding the extra span to the existing area of the bridge.

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	Thank you, [Name Redacted]
313	Please stop the study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Maryland. We believe another site must be selected that will draw traffic away to the Northern and/or Southern parts of the Chesapeake Bay. A new crossing must be constructed to offer an alternative to the Rt.97 / Rt.50 corridor that is already overloaded on weekends with commuter, business and vacation travelers. The traffic created by funneling everything from Baltimore and Washington into this one area creates a nightmare for all local residents as they attempt to navigate the functions of their daily lives.
314	Good morning, Thank you for the opportunity to comment on the Tier 1 Draft Environmental Impact Statement and for the time and effort that has gone into the process. I would certainly be happier if we did not have to consider such an incredible undertaking and the associated cost, potential inconvenient to travelers and loss of the rural character of the Eastern Shore and increased impervious surface and runoff, but having been caught up in some remarkable and memorable traffic back-ups at the Bridge I do understand the need to explore the options. I do feel if anything is done that the only viable consideration is the existing corridor, Corridor 7. I am aware of the negatives associated with this route but think the negatives associated with Corridor 6 & 8 are much worse and would cause irreparable harm to Kent and Talbot Counties. My only other comment/thought/suggestion has to do with something that I have not heard mentioned though I certainly may have missed it. If Corridor 7 is chosen, has any thought been given to making the new road and bridge limited or better yet non-access from Rt. 97 to the Rt. 50/301 split? It would hopefully alleviate the horrific weekend conditions on Kent Island and Annapolis and provide the increased capacity for the true "beach traffic". I'm sure there are much smarter minds figuring things out but it seems like a viable option. Thank you, [Name Redacted]
315	Selecting the location of the current William Lane Memorial Bridge FAILS the common sense test and the objective of identifying a Preferred Corridor Alternative. This is not an alternative. Mathis is more of the same. Same congestion, same problems, same corridor. We don't need to spends millions for something we already have. Find an alternative corridor.
316	Hello, I was drawn to the beauty and magnificence of the Bay over 35 years ago when my husband and I chartered a sailboat out of Annapolis and sailed down to the Rhode River and then continued to the eastern Bay, Choptank, Little Choptalk and back. Shortly after that trip we bought a small sailboat which we kept in Parish creek. As the years went on the boats got a little bigger and we moved up to Galesville. Eight years ago we bought a small 2-bedroom home on Cadle Creek and have our boat here. Over the years we have seen drastic decline in marine life (coupling crabs used to be abundant and now hardly ever seen) and an increase of construction and housing throughout the area. I feel adding another crossing site especially to this area which seems to be so fragile to begin with would be detrimental to the Bay. A couple of specific: The ground on this peninsula is not very study (in other words I eight years we have seen our property keep sinking in areas that are not adjacent to the water. The ground has not dried out all winter. I cannot imagine how far down you will have to dig in order to find stable ground to build the many supports for the bridge all that construct will surely disrupt what marine and wildlife still exists. The area between the Rhode River/ West River and Eastern Shore/Miles River are a boater's haven. People go there for a close get away from Philadelphia via Rock Hall, Baltimore, DC, and even places as far as Lancaster, PA. While their "playground" is not really your concern, I would think there would be a loss of jobs and tax dollars as people move their boats to other places, stop going to restaurants, etc. Now that many people have been working from home for about a year telecommuting is the norm. The ability to telecommute opens up the door for people to travel to the beach on a Thursday/Wednesday and return on a Monday/Tuesday decreasing the high rush on Friday and Sunday Nights. I believe the best and only option is to build third span to the existing Bay Bridge. The removal of tolls has already had a significant impact on wait time another few lanes will make that even less. The existing spans have been renovated and seem to be in great shape. Why should an area that is teetering on the edge by over-construction be destroyed for a whole new bridge? There is space at the current site and the supporting stores (gas stations, fast food shops, etc.) are all already built. [Name Redacted]
317	The bay bridge and surrounding roadways are a bottleneck as is. Sending more traffic through this area will only compound the problem. An alternative route either north or south would be favorable in serving to alleviate already

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	exiting traffic problems, as well as the inevitable future ones that will be brought on by continued migration from urban areas into suburban and rural areas.
318	I believe there is already too much traffic inflicted on the Broadneck Peninsula from cars traveling the Bay Bridge, especially once April and warm weather hits our area. Traveling this route on any given weekend will show the backups and tie-ups due to so many cars trying to funnel across the Bay Bridge and onward down Rt. 50. The answer is not to put another span at the same location but to look to other locations further North or South which will spread the traffic over other areas.
319	Build new tunnels instead of a THIRD BRIDGE . . !!! Tunnels work well & last a long time - think Baltimore, New York, Norfolk, Europe, etc. . . Possibly fewer incidents of all types . . . How many 'thorough" studies have been completed for a Tunnel system? Many, many people don't like Bridges. Has a study been completed to determine how many people Really Don't Like Bridges? Likely number exceeds millions of people . . ! Thanks, [Name Redacted]
320	Thank you for the opportunity to comment! Comment #1 - Inclusion of the No Action Alternative is appreciated. Would MDTA consider a Demand Reduction Alternative? For example, raise the toll, or provide preferred lanes for those willing to pay a high toll. I am sure the experts can make use of "big data" and identify creative options for different demand conditions. Comment #2 - Will storm water pollution generated by resultant urbanization of the Eastern Shore counties be controlled? Geez, we spend a lot of effort cleaning up the Bay. Some storm water BMPs do not demonstrate impressive pollutant removals; consequently maybe double, or triple mitigation, is appropriate?
321	As our region grows in population we need to consider additional ways of moving people across the Chesapeake Bay besides the private automobile. Having lived in NY for many years, I have taken trains to Jones Beach and Fire Island, rode the Staten Island and other ferries. NY has developed a number of ferries in recent years in public private partnerships. Ferries and trains used to be an important means of transportation before the automobile. This would by no means replace the need for automobile bridges, but would take some of the pressure on the roadways, especially the summer weekend backups which are mainly folks traveling to Ocean City, Rehoboth, and other beach destinations. We should not look on new auto bridge in isolation but as part of a larger and more strategic plan to address transportation needs of our region in the future.
322	How can you worry about environmental impact and Bay ACCESS when most of the beach area in Kent County is privately owned and not accessible to the public anyway? How can that figure into anything in TRUTH, virtue signaling aside? The current bridge area is the place to go and even if it upsets us Kent County residents, it's the needed thing to do. Let us scream and do the right thing!
323	A northern route makes on sense as it too closely parallels the US 95 corridor. Why would we want to be overdeveloping the sliver of Maryland next to Delaware with all that bridge? A southern route is long, ridiculous and leaves one on the soggy bottom of the Eastern Shore, connecting east to the same U.S. 50 the current one does. The entire road network of the Eastern Shore is designed around the existing direction and location of the current, inadequate, poorly planned bridges. We need a new Four and Four bridge, four lanes atop four lanes with access by rail and/or light rail that can run all the way to Ocean City and back to existing lines in Baltimore and Washington. This bridge makes up for the two poorly planned spans. A few whiny individuals aside who can be paid to shut up, this is where the new bridge MUST be built. Economics mandate this choice.
324	The new bridge needs to be located, LOGICALLY, in the same general space as the two previous design horrors. You need to design a central span using the modern, single support style used up in Boston, down in Tampa St. Pete, like the Sunshine Skyway Bridge. No, we don't have to build the world's longest central suspension span, unless Maryland would like to be world famous, of course. The new bridge should bear RIGHT, about a half mile from where the current Route 50/301 meets the northern structure. Build a new mole about 45 degrees from the existing roadway, northwest. This land is empty. Swing it out and to the northwest a bit then CURVE it back towards the western shore. Let it make contact about where the State Park water tank currently stands and have the new roadway link to the current one approximately where the current Maryland Police building is now. You merely have to add about 200 feet of beach front to the north to maintain the state park and build a new police building. Neither of which should rock the budge IF you stay reasonable and do NOT attempt the world's longest suspension bridge. OF COURSE, if you DO build this super bridge then we WOULD be world class again! How about THAT for a change?

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	Now the bridge: it needs to be four lanes UP and four lanes DOWN. The road leading to it, both sides, can easily support a fourth land off the bridge and slowly merge back down to three. There should be room for some form of rail line or space for it for future use. This will shut the mouths of the bug lovers who are SO extreme in their environmentalism that they would shun ALL progress over a stupid worm. Relocate said worms. Build rail capacity so the politicians can claim how noble and conscientious they are and really..... That's all you have to do. The existing area, a new eight lane bridge, easily fit into the existing area and a complete DISMANTLING of the existing two structures, at LEAST the "newer" of the ugly pair which has already shown a disturbing tendency to lose a lane into the bay when it's in a bad mood. If you have any other questions on this logically perfect plan that of course you WILL totally ignore for some insane, monotone reason, let me know! [Name Redacted] [Address Redacted] [Phone Number Redacted] I'm always happy to clear the cobwebbed thinking from the minds of those who can't see the obvious and the most economical and efficient way of doing things.
325	If a new span is built in any location or one of the existing spans is replaced or renovated then we insist that a separated bicycle/pedestrian lane be included. This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee(see photo) and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed.
326	The Edgewater option should be taken off the table. The unprecedented building of apartments, houses and retail space in the past 15 years has created a traffic nightmare for residents. A secondary regional problem is the never-ending road work at the Muddy Creek Road/214 intersection, which almost daily impacts those trying exit or enter the Mayo peninsula. I can't fathom how this location even got on the list. I doubt anyone really looked at traffic volume or patterns before suggesting it. Another span next to the existing one is the best option. Take Edgewater OFF the list.
327	I have lived in this area from the early 1970s until 1982 back when Rt 50 had traffic lights. The traffic back then made it impossible for those of us living on Kent Island to even cross the highway to take care of basic needs such as grocery shop. I remember as a child sitting at the traffic light at 552 and rt 50 for hours at times.The over-passes helped a lot with that congestion. I moved back to the area in 2001 and live in Cape St Claire. We have been here 20 yrs and the traffic has grown increasingly worse. Those overpasses only work when traffic is moving. Most weekends we are are landlocked If there were an emergency they would not be able to get where they need to go. Thanks to Waze and other apps people are now using our back roads to get around traffic. Something needs to be done for those that live here. Having a 3rd crossing here will only add to the congestion. I try not to go out at rush hour or on weekends unless I have no other choice. Please consider other alternatives that could alleviate the congestion on this peninsula. Anytime we have winds or an accident on the bridge we get huge backups. This causes our kids on buses to be stuck in it, those needing to get home to their kids in childcare stuck in it, those needing to get to doctors appointments to be stuck in it. We bought our home to live in the community not to be locked into our community. Thank you for your time
328	The Bay Bridge crossing study is coming to an end. The recommendation for a third span across the Chesapeake Bay is corridor #7. This would place it adjacent to the current bridges up to one mile to the north or one mile to the south. At this time, there are only two ways to cross the Chesapeake Bay. There are the Bay Bridges at Sandy Point or traveling North to Cecil County and then South through the Eastern shore counties. If a catastrophic event took place and the bridges were damaged, a multitude of people would be unable to carry on their lives as they now know them. Choosing an alternative bridge site North or South would provide a better route for crossing the Bay if other options to cross the Bay were compromised. The NEPA study has not provided enough information to make this a final choice. The NEPA study did not indicate

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	any of the Corridor 7 costs and timelines or impacts of huge infrastructure requirements to rebuild Queen Anne county roadways, Anne Arundel County roadways and bridges in these counties to accommodate a new Chesapeake Bay Bridge span and related traffic. It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. How many lanes will there be on this new bridge? How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? Will the local bridges require additional lanes? What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? What will be the impact on feeder arterials? It is urgent that this Tier 1 NEPA study be stopped until all the critical issues have been properly studied and evaluated by the Maryland Transportation Authority.
329	Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made.
330	Anyone who lives anywhere near the current bridge is heavily impacted by the traffic congestion. Unless you live in this area you can't comprehend the number of complications that ensue.I have lived on Kent Island the last 37 years - the traffic problems have increase in number and duration. I have had to miss days at work and been delayed getting to work on time. My son and daughter have missed scheduled athletic events , family gatherings, and medical appointments.In a real medical emergency there is a likely hood that one would be out of luck.Increasing traffic in this over developed area is insane,it would not solve any problems but it would increase them.I appreciate the long overdue improvements Gov. Hogan has instituted (we seem to wait years to institute changes that other states have adopted) but another bridge here would be a waste.Find which route would divert the most traffic from the present bridge and build. Sincerely Sent from my iPad. [Name Redacted]
331	The 3rd bay bridge crossing is needed and over due. Relying on federal government should not be an option. Pittman's opinion is not in the best interest of Anne Arundel County nor the state of Maryland.
332	Has a tunnel been considered at the present bridge location? The original bridge will at sometime have to be replaced. A tunnel of four lanes each way would allow for the bridge not to have to be replaced and the newer span could also at some point be removed when its life expectancy is reached. Saving much money on maintenance which is now expensive and going higher on the current bridges. Also it would seem that the current roads would have need of little adjustment to accommodate a tunnel. If any other crossings are considered in the future then I think the idea of rail crossings should be considered via tunnels. Heaven knows we have enough automobiles on the road now. I know that state highway gets its money from fuel taxes but the future doesn't seem to be going in that direction. Thank you for the opportunity to voice my opinion. [Name Redacted] Kent County resident
333	Why wasn't RT 4 down to St Leonard and across the bay to Taylors Island and RT 16 to Cambridge connecting to RT 50 considered ?--- RT 4 is already pretty developed and maintained to service Calvert Cliffs Power Plant and the LNG facility. The Bay crossing is relatively short. and its a straight shot across to Cambridge and RT 50 to the beaches.

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	Sure it impacts Blackwater Refuge, but it might be better that 1) chopping up the Eastern Bay, 2) chopping up the Chester River or 3) totally inundating Kent Island and all the service roads that are already very bad for local traffic.
334	In the meantime while your trying to decide where to put the new bridge I have an idea to alleviate the congestion. So this is a temporary fix as a new bridge is the only permanent fix. So my idea is is put in an ramp and overpass on both sides of the bridge swapping the traffic to the other side. Once east and west traffic reach the other end they will go under the overpass and back to there correct side. So traffic heading east before they reach the bay bridge would go up a ramp and over to the opposite side of the road and get onto the 3 lane westbound bridge. When they reach the other end they will go under the overpass and back onto 50 east bound. Traffic on 50 west before the bridge will go up a ramp and over to the 2 lane east bound bridge. When the traffic reaches the other end they will go under the overpass and back to there side which is 50 westbound. There is more than enough room on both sides to leave lanes still connecting to each respective bridge in case of closures and other things. This is a cheap and quick temporary fix to alleviate the congestion now. Thanks.
335	To whom it may concern, Please please please do not consider Corridor 8 for crossing the bay. Putting a bridge in Mayo would be horrific. Traffic is already horrible on Solomon's Island Road from Annapolis to Edgewater. A bridge would he deveatating. 424 and 214 cannot handle the extra traffic from a bay crossing in Mayo. This would be catastrophic to all residents of Davidsonville and Edgewater. Reject corridor 8. Honestly, I think the existing bridges are fine. We don't need a new bridge. But, if you really want to build one, please put a third span next to the existing 2 bridges. Sincerely, [Name Redacted] Homeowner, [Address Redacted]
336	This project is unnecessary and will do nothing to relieve congestions in the medium to long term. The entire project is a boondoggle that will subsidize sprawl and the expense of investment into our most innovative and dense communities. The induced demand of any additional span will soon be met by the supply of traffic and the project will not support itself. In an era of climate change this is exactly the wrong investment to be making. It is doubling down on prior policies that has brought us to this unsustainable point. Scrap this project.
337	You guys needs to sit on 177 for one full work and school day. Traffic is already screwed and it's a 1 way dead end road. This is the worst possible corridor
338	It is absolutely insane and irresponsible for any consideration of another Bay Bridge, built at the same crossing as the current two bridges. In less than another decade the Route 50 corridor will be a disaster. Anyone with a State map - without a study- can see the next bridge should be built in the coming population centers of Southern Maryland and cross the lower Bay. That is the future.
339	Hello, I am writing to oppose the Maryland Transportation Authority's Tier 1 NEPA proposal for a new or replacement Bay Bridge in corridor Seven. I believe the better alternative is to go with a bridge to the North, which takes the Baltimore and other northern traffic off the current bridges and gives them a new way to get to the Eastern Shore. To better the flow, it's important to spread out the traffic, rather than bringing millions of people through one chokepoint. Unfortunately, I am told that Corridor Seven is a "forgone conclusion" and the study is a formality. If Corridor Seven is indeed the only option, I recommend: 1. Taking additional time to study the alternatives and involving stakeholders in the process. Is the solution about better traffic patterns that helps all of Maryland or is it about the cheapest, most expedient option? 2. Completing the following infrastructure plans before a new Bay Bridge is completed: Increasing the Severn River Bridge, which is a choke point and an increasingly hazardous bridge with no side shoulder. There is no possible way to expand the Bay Bridge and leave the Severn River bridge "as is." It is already too small and it would be a colossal engineering mistake to ignore it . Making local lanes for local residents only, Locals need to have a "special access only" road with their own EZ pass gate so we can get to our homes without Bay Bridge traffic choking local roads. An alternative would be to not allow exits prior to the bridge so people can't exit if they are not going to local areas. Increasing walking trails and bike trails for residents to get around the area. Right now, there are no trails on the Whitehall side and no ways to safely get to Sandy Point State Park or anywhere else on that side without putting your life at risk with all the extra bridge traffic and no shoulders on any of the side roads. Separate bike and walking trails throughout the area need to be part of this plan. Thanks for your consideration and please let me know how I can be involved in the planning process going forward as a resident of Whitehall Cove.

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340	It is quite obvious that expanding the current crossing is the best choice. Least cost, much of the infrastructure is already in place. Idiotic thoughts such as car ferries or rail are folly. They are diversions to stop citizens from enjoying their individual freedom to transport themselves when and where they want.Crossings in other locations will chew up more shoreline, habitat, etc. than expanding where we are now. We are not the Soviet Socialist Republic. We are not the Chinese Communist Party. We are not the Green party or the Green New Deal party. We are Americans and cherish our individual freedoms.
341	I live on Kent Island and we can not handle anymore traffic at all!!! This is a terrible idea!!! It's already gridlocked constantly during the summer and at dead stop if there is an accident or construction. This needs to go somewhere else!!!
342	I live in Shore Acres just off of College Parkway. It's almost impossible to get home on a Friday afternoon or Saturday morning. A third span in our area is ludicrous. It may tempararely expedite traffic but let there be just one person on the side of the road or a fender bender then I hope your towing a camper because your going to be there for a while, there's no turning around. Please stop the madness.
343	As a resident not only of the Broadneck Peninsula, but of the Whitehall Service Road, I vehemently disapprove of the Governor's and the MDTA's decision to build a third span of the Chesapeake Bay Bridge. It will make life even more untenable that it already is, as far as leaving our home any day from Thursday through Sunday during Spring, Summer, or Fall. Traffic from either Washington, D.C. or Baltimore needs to be diverted off our Route 50, and sent a different way across the Chesapeake. This is the only sensible decision for the people and the environmental impact of the Broadneck Peninsula! Thank you, [Name Redacted] [Address Redacted]
344	I have lived on the Broadneck Peninsula since 1986, and commuted into Annapolis on weekends prior to that. I have watched the traffic grow from almost nothing to insurmountable for local people since that time. As Route 50 was expanded to 3 lanes, and all traffic lights removed, then all Bridge toll lanes removed, the traffic and congestion, and amount of serious accidents has grown, not lessened. There is truly no reason why a third span makes sense in this same area! What really needs to happen is to have a way to siphon off traffic from either the Baltimore or Washington, D.C. areas. As these areas have also grown in population, they are now using the same Route 50 to find their way across the Chesapeake. It is now becoming untenable to live anywhere on the Broadneck Peninsula, Annapolis, or even Severna Park on Thursday, Friday, Saturday or Sunday from at least mid April, until early November. This is not only unfair to the residents of this area, it is also just plain not good planning. There is danger to public safety in putting all the traffic needing to cross into the Eastern Shore onto one road, one same set of bridges! I have lived off of the Whitehall Service Road since 2011. In the past three and a half years since the very short Tier 1 DEIS study was done, the traffic on the service road has gotten so bad that we cannot get out, and no one can really get into our road. We have horses and other livestock that need care, and there are times during weekends when we cannot reach them, if we had ventured out before the traffic on our road thickened. Therefore, we cannot risk to get out to get food, and food cannot be delivered. Delivery drivers have turned back, knowing that to get down the service road will delay them by an hour or more in their other deliveries. There have been Saturdays when we have not gotten mail. There are other, more sensible alternatives for Chesapeake Bay crossings. They need further evaluation, not a pronouncement by the Governor who only sees a very easy way out. The next alternative above the current Chesapeake Bay Bridge offers not only a road access, but a shorter, and shallower area to build a bridge. This crossing would siphon off those coming out of northern Anne Arundel County and those further north. It would not add distance or stress to an already distant and stressful commute to Ocean City, MD. Please consider Tier 1 DEIS studies of the other crossings over the Chesapeake. You are putting the people and environment of the greater Broadneck Peninsula under enormous stress that it may not be able to handle. Please listen to the 70,000 residents of this area, whether or not they have written to you. As you all well know, very few people take the time to make their voices heard, but know that voices are raised every Spring and Fall weekend. We cannot live in peace in the current conditions. I don't know how you expect us to live in worse conditions in the future. Thank you, [Name Redacted]
345	We live in Chester, Md. on Kent Island. We are opposed to building a 3rd span of the Bay Bridge next to the present bridge. Summer traffic onKent Island is horrible. A 3RD SPAN would not relieve traffic on Rt. 50 or Rt. 18. On weekends and holidays we can barely get to the grocery store or appointments. People leave Rt. 50 and clog up our roads.It is difficult for ambulances and firetrucks to get thru.Putting a bridge somewhere else would relieve some of our traffic problems as well as congestion at the Rt. 50/301 split. People may get across the bay faster but they still

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	have to come down to the same 3 lanes on Rt. 50. It may help Annapolis but it does not help us here on the eastern shore. [Name Redacted] [Address Redacted]
346	Refer to subsequent section for scanned letters and email attachment comments.
347	My name is [Name Redacted]. For a period of 10 years, I represented an organization known as ARTMA, Annapolis Regional Transportation Management Association. That's a long one. That's why it was called ARTMA. I have over 50 years' experience as a professional engineer and transportation planner, so I'm here representing my profession, if you will. Oh, I didn't do that. [Name Redacted], and P.E. after that. My true concern here, and others have mentioned a lot of the things that I'll briefly go over. I'm also the author of the editorial on Monday in the Capital Newspaper. It's a truncated version of what I'm submitting here tonight. So, I'm going to only speak extemporaneously. I'm not going to read anything. The study is the result of a political process for at least 30 years of kicking the can down the road. We're now faced with two aging bridges, unbelievable congestion, safety issues, last night a prime example, the people have accepted. This is what the norm is. It's, it's just wrong. This study is also wrong because what it is doing is making a rush to judgment and using the term "Corridor Analysis" when, in fact, there was none. There was no corridor analysis of 50 and 301 or any of the other corridors. All they were, were bridge locations. I remind you that a bridge is not a corridor, it's a component of a corridor. This study has taken no attempt to do a long-range planning effort, and that has to preclude the things that are addressed in this study. This is a traffic study, that's all it is, of the bridge. The reality is, there needs to be another crossing. A comprehensive planning effort would produce such a result, and my colleague mentioned that there is nothing we can do now because we've kicked this can down the road. We have these tired, old bridges. We have these unsafe, under-designed bridges, and we're faced with continuing horror of congestion. Kent Island on Sundays, completely blocked. Nonetheless, there are some things that could be done and that has not been broached here. In the short term, another thing I did was, I had a research career with the Jet Propulsion Laboratory (p). And in that life, we developed one of the things called the ITS technologies right now, Digital Imaging Recognition Systems. I led the group that did that. There are technologies now, we could platoon vehicles, on, say, 50/301 on Sunday afternoon, preclude trucks, close a couple of access ramps, and we could actually get the volumes we have now through -- If we can get that going, we will then stave off some of the future congestion. But we are where we are now because we did not plan correctly. I request a pause in this study and do it right. Thank you.
348	My name is [Name Redacted].. That's spelled [Name Redacted]. I live at [Address Redacted], right up the road actually. However, prior to living there for the past two years, I've been a resident of Annapolis for 28 years. I also was the Executive Director of ARTMA, that's the Annapolis Regional Transportation Management Association, which is such a mouth full, that's why we call it ARTMA. For 10 years I held that position. I am now a private consultant. I'm a degreed engineer, and I have performed transportation corridor analysis for over 50 years. I know that's hard to believe, since I'm 45, but at any rate I've been all over the world doing these kinds of things and employing a variety of techniques. I am here primarily to say, please pause this study. We have not done anything comprehensively. We've used the term, and it's throughout the report, of corridor analysis. There has been no corridor analysis of any of the bridge sites. A bridge is not a corridor. A bridge is a component of a corridor. There was no analysis of 50/301, the only corridor that is now being considered. We found ourselves in a bind because we have let this problem exist for way too long. There is no regional plan that addresses the future. Other bypass routes that are coming, the 301, will that continue on South? A variety of bypass routes and corridors could make sense. To me, there should be another corridor for comparison well distant from this one, because the three corridors are, in effect, one corridor. The three bridge locations are really 50/301. We have a very immediate problem right now. That problem is congestion with Thursday, Friday, Saturday Eastbound, weekend traffic, which takes up almost six months of the year, by the way. It's not just July and August. And on Fridays it gets horrific on Kent Island. Kent Island is basically brought to a standstill every Sunday between noon and about 10:30. What does this mean? It means Route 18 has been identified by a variety of apps on telephones as an alternative. It's not, but it's used that way and it's completely blocked. There are horrendous situations that have to be addressed now. There are ways that that can be addressed and, in fact, part of my professional career has had me involved in the research of and the development of what's called ITS Technologies, Intelligent Transportation Systems. I can tell you right now that this should be an immediate action on the part of the State Highway Administration, and that is to implement, not just study, but implement an ITS system that platoons traffic. You could literally do away with that congestion with the right kind of fully operational, fully interactive system. I could explain this much further to anyone here in this room, and I welcome the opportunity to speak with the technical staff of MDTA. Thank you.
349	Dear [Name Redacted]: Thank you for your email and for contacting the Maryland Transportation Authority (MDTA). Financed solely by toll revenue, the MDTA is the State agency that finances, owns, operates and maintains the State's eight toll facilities.

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	We appreciate your sharing this valuable feedback. I have forwarded your email to the appropriate staff for their review and consideration. Thank you again, Tamory Winfield Division of Communications --- Just wanted to vote for the Corridor 7 option. Corridor 6 is too close to Eastern Neck State Park and Corridor 8 is too close to St. Michaels. Both 6 and 8 affect more of the bay than 7 does. Thanks, [Name Redacted] [Address Redacted]
350	I have reviewed the Bay Crossing Study DEIS and I support MDTA's Recommended Preferred Corridor Alternative which is Alternative 7. The reason for this is Alternative 7 will provide better congestion relief at the existing Bay Bridge along with effective backup reduction at the existing Bay Bridge.
351	To Whom it May Concern: I hope my words reach you despite my lateness in submitting. I thought this had already been sent prior to the May 10 deadline. Before expressing my strong opposition to a 3rd Bay Bridge Span along Corridor 7 in the Bay Crossing Study, Tier 1, NEPA, let me begin by telling you that I spent extensive time reading through the 244 page Feb., 2021 DEIS. I have listened to the public comments made on April 14, 15, 21 & 22 and have read as much as I possibly can to make an educated and thoroughly thought out conclusion. The conclusion (or presumption) that a third Bay Bridge through the existing Bay Bridge Corridor 7 is determined to be the best alternative as documented in the DEIS is deeply flawed. As a 30 year resident of Queen Anne's County my family and I believe there are valid and unanswered questions and significant concerns about the underlying traffic analysis, as documented in Queen Anne's Conservation Association sponsored study completed by AKRF, Inc. in December 2020 and further examined and documented in the QACA's 4/22/21 comments submitted via email. Further the assumptions about travel habits post Covid, and the impact of intelligent vehicles all exist, are not addressed by the DEIS, is significantly weak and needs to be seriously studied and run to ground. There is an overarching issue that is at the heart of why the "Preferred Corridor Alternative" would be a catastrophic and irreparable disaster. The Rt 50/301 route is the wrong location for a "destination highway" from the western shore to the beach destinations. Such a highway should be a limited access high speed road that does not bisect urbanized, densely populated communities of Annapolis, Kent Island, Grasonville, Queenstown and Easton. Furthermore, it should not impose the irreparable environmental insult and damage that would occur in these largely environmentally sensitive areas. A clear eyed assessment should plainly see that the present Rt.50/301 route has become mainly a local highway that has been forced to accept a burgeoning seasonal traffic load that increasingly threatens the local livability of the communities that located along it. The full cost of the damage that an expansion of the existing corridor in economic, environmental and quality of life terms has been grossly underestimated in the State's studies to date. A separate, limited access, high speed crossing and corridor needs to be established with routing that carefully considers community and environmental impact. It should be accompanied by a high speed transit facility. Please do not move forward and build a 3rd span in Corridor 7 along the existing Rt. 50/301 route. In the Executive Summary of the April 2021 DEIS the first sentence begins with "The Chesapeake Bay is one of Maryland's most iconic and significant environmental resources." If the decision is made to construct a 3rd Bay Bridge along Corridor 7 you can restate that sentence in the future to read: The Chesapeake Bay use to be one of Maryland's most iconic and significant environmental resources. The responsibility for improving safe highway travel across the Chesapeake Bay is one that I take seriously so I will do my share to be a smart driver along the Rt. 50/301 corridor in the following manner: 1. I will not travel unnecessarily on the Rt. 301/50 highway. 2. All highway travel will be organized in such a way to minimize use of the highway. 3. I will travel at safe speed and do no damage to the highway. 4. I will never purchase/drive an oversized truck so as to take more of the highway than I need for safe travel. 5. I will be respectful of other drivers. 6. I will never do donuts on any Bay Bridge. 6. I will use technology and tools to drive off peak hours. 7. I will not dispose of trash on the highway.

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	Together we can make a difference. I will do my part. Will you? Respectfully submitted, [Name Redacted] Queen Anne's County, MD
352	The Arundel Rivers Federation (ARF) has reviewed the Chesapeake Bay Crossing Study Tier 1 NEPA Draft Environmental Impact Statement (DEIS) and offers the following comments. The mission of ARF is to protect, preserve, and restore the South, West, and Rhode Rivers by working with local communities to achieve clean, fishable, and swimmable waterways for present and future generations. Specifically, ARF has concerns related to the proposed Corridor 8 of the Corridor Alternatives Retained for Analysis (CARA). Corridor 8 would run down the Mayo Peninsula between the South and Rhode Rivers. According to data presented in the natural resources section of the DEIS, several important facts militate against selection of Corridor 8 as the site of any future Chesapeake Bay crossing. Specifically regarding land use, ARF notes that the proposed Corridor 8: • impacts the most total land; • impacts the most total forest; • impacts the most total agricultural land; and • impacts the most water. (DEIS 4-5). In addition, Corridor 8 shows the largest acreage of tidal and non-tidal wetlands, essential fish habitat (EFH), forest interior dwelling species (FIDS) habitat, submerged aquatic vegetation (SAV) habitat, green infrastructure, steep slopes and hydric soils. Corridor 8 also holds the highest concentration of Sensitive Species Project Review Areas. (DEIS 4-44). The DEIS also notes that "[t]idal wetlands constitute approximately 53 percent of the total corridor study area. This represents the highest total of mapped NWI and MDNR wetlands of the three corridors." (DEIS 4-55). In addition, "Corridor 8 also contains the highest amount of mapped tributary rivers and streams." (Id). Corridor 8 contains the highest amount of GI and contains a significant amount of GI hubs. (DEIS 4-67). ARF recognizes that this DEIS does not perform a detailed analysis of potential routes to avoid impacts to these natural resources, but notes that such a detailed analysis is not necessary in the context of Corridor 8 because "[i]mpacts to GI corridors and GI hubs within Corridor 8 would be unavoidable as these resources generally extend the width of the corridor on both sides of the Bay." (DEIS 4-71). In Section 4.8.4 of the DEIS (Cumulative Effects Analysis), the study authors note that "Corridor 8 would require the longest crossing, and longest overall length of improvements. This would likely influence the overall amount of impacts to natural resources such as habitat, wetlands, streams, and forests that could occur, and thus the extent of contribution to cumulative negative effects on natural resources from other actions." (DEIS 4-120) (emphasis supplied). For all of the reasons articulated in the DEIS and reflected above, ARF respectfully requests that Corridor 8 be eliminated from the list of Corridor Alternatives Retained for Analysis, or alternatively subject to heightened scrutiny for impacts to natural resources in any final environmental impact study undertaken by the Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) in the future. Thank you for the opportunity to present these comments.
353	I do not think there should be a new Bay Bridge crossing in the Annapolis area. Our area is already overwhelmed with traffic, making it extremely hard for us residents to get around. There is no reason we should have to put up with more traffic; i.e. if you build it, they will come. The solution to getting traffic across the Bay, if that is what all the lobbyists believe is really necessary (I don't), is to run a train from New Carrolton over to the Eastern Shore. Build a bridge just for it. The tracks could be run in the middle of route 50 and taken off in Parole the way the trains used to exit, over the bridge, with a stop in Kent Island and then on to Ocean City. The metro from Baltimore could also be aligned with the B&A trail. People going to Ocean City don't need their cars. A state of the art, dedicated bus system might also work. I'm sorry Hogan is governor. We were about to get the red line in Baltimore before he became governor. He is too old, short sighted, and still a believer in roads and car traffic. The time has come for more forward thinking with mass transit. Please don't wreck the area leading up to the bridges Annapolils/Arnold, Severna Park, (rt.s 2,3 and 50) anymore than has been done already. Sincerely, [Name Redacted]
354	Hello, I am writing to express my concern in regards of building another bridge to Kent Island thru the Mayo peninsula. I'm not sure why this option was ever even considered as the peninsula is SMALL and already has terrible traffic on 214

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	and surrounding areas. The passing traffic would congest even more of what's left of the peninsula and will disturb lots of residents way of life. I do not believe we need another bridge at all, or at least build it more North near Baltimore, where the population is already extremely high and it takes them much longer to get to the bay bridge. Either way, please do not build a bridge on/near the Mayo peninsula. This area has its charm and a through traffic to the bridge would destroy it all. After all, we are really close to the capitol of Maryland and we should preserve our history, charm and nature to the max. Thanks, [Name Redacted] [Name Redacted]
355	As a Grasonville resident, I support a third bridge span connecting Kent Island and Annapolis. We have to make a decision on how we will solve bridge traffic or our communities will be devastated - either by traffic, or by a sudden stop in visitors to Ocean City or elsewhere because traffic becomes just too much.
356	Hello, My family and I live in Pasadena and really don't like the idea of adding a bay bridge crossing from here. This area is hard enough to get in and out of and this would add a ton of through traffic. We are not in favor of this option. Sincerely [Name Redacted]
357	The current traffic jams related to traffic passing through the Boadneck Peninsula area to get to and from the Eastern Shore is already miserable for residents to endure. Clearly, another bridge span is required but to force it upon an area already overwhelmed by the traffic across the two current spans is cruel. The need to spread out the amount of travelers seems logical to me. Offering another Bay Crossing south of the current bridge would encourage drivers from Washington, DC and Virginia to cross over before reaching Annapolis and pull all those vehicles away from areas already crammed to stand-still throughout the roadways leading up to the current span. A road with limited exits could move traffic toward beach destinations much faster with environmental impact if well planned. Please consider other options!
358	Has anything been published about how the roads leading to and from the three alternative bridge options will be impacted? The articles I have read have focused on the location of a new bridge, but didn't talk about the roads that might need to be built or expanded. I have not been able to find anything, so please point me to the page if one exists. For example, if Governor Hogan's preference for a third bridge at the location of the current bridge is selected, will the roads in AA approaching the bridge and the roads on KI and the Eastern Shore be widened? If that is under consideration, how many lanes might be added? Will the additional lanes continue past the 50/301 split, and how far? I can imagine a 4-lane Eastbound bridge creating backlongs on Kent Island when four lanes have to merge into three. I hope I will receive a response because this is a serious question. Thanks in advance.
359	The Rte 50 corridor to the Chesapeake Bay Bridge (CBB) is a choke point funnel for the entire DC region including much of Virginia. It's well overdue for Virginia to carry its share of the load and establish a lower crossing for at least the general northern Virginia traffic that puts stress not only on the CBB but on the DC beltway. The shore beaches are significantly south of the CBB and Rte 50 on the shore is a long dogleg from Centerville to Cambridge. Virginia traffic would get there more directly heading east and crossing farther south. Perhaps a link from Dahlgren to a cross bay tunnel. It would be helpful to incentivize Pennsylvania traffic to go through northern Delaware rather than through Maryland. Differential toll rates favoring Maryland EZ passes may be worth trying. Peak pricing for out of state vehicles. Current shore bound traffic volume frequently backs up well west of the Severn River on summer weekends and basically paralyzes the Broadneck peninsula and Annapolis for the summer season. Two way traffic on the CBB invites trouble and is at best a mediocre compromise. Have you considered a Jersey wall or Jersey zipper that would separate traffic on the north span with a physical barrier. On non busy days use it for only westbound commercial truck traffic. Improvement of Maryland 404 has been welcomed but the Delaware section of the Rehoboth route is primitive. I firmly oppose putting more traffic through the CBB corridor. Alternative transportation is not a clear option. A light rail line from DC to OC seems totally unrealistic. Metro cant even get to Dulles.
360	Corridor 8 is the most ideal choice for a crossing point.
361	3,4&5 would serve so many travelers from the north & northwest who currently have to make their way to the existing spans. doing this would decrease the traffic disaster that Rt. 50 & surrounding arteries have become Thursday thru Sunday.
362	I would suggest either route 5 or 9. Either would take most of the Baltimore or DC/Virginia traffic (depending on which one).

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	The infrastructure at Broadneck, especially the Severn River bridge does not support the current two bridges let alone a third in that spot. Try getting through Annapolis on a Thursday or Friday if there is heavy rain or strong winds.
363	Workday commuting: 1- All rush-hour traffic in both directions is worse because of single passenger vehicles. Some congestion is a result of two-way traffic on the bridge. Lower cost solutions to reduce congestion: 1- Smart tolls could be developed which automatically sense the number of passengers in each vehicle using infrared sensors and automatically charge based on the number of passengers to reward car-pooling. 2- Non-polluting electrical vehicles could automatically be detected using video sensors and recognition software to discount tolls relative to fuel burning cars to reduce pollution. 3- Toll rates for large trucks could be structured to incentivize non-rush-hour travel and implemented with smart tolls. 4- Provide additional incentives and improved coordination of the park and ride facility at Stevensville, at the New Carrollton Metro and at the Cromwell Station/ Glen Burnie to allow single drivers to pick-up additional passengers for carpooling over the bridge. 5- Build grade separated crossover lanes at either end of the bridge to route morning west-bound traffic and evening east-bound traffic over the three lane bridge span with all lanes traveling in the same direction. Weekend beach traffic: 1- East bound traffic during peak periods often has significant delays because of the concentration of beach travel and in part because traffic flows in two directions on the bridge. 2- West bound traffic during peak periods often has delays along route 50 due in part to the traffic signal at the intersection of route 50 and 404, the traffic signal at the intersection of route 50 and 213 and the traffic signal at the outlet stores in Queenstown. Lower cost solutions: 1- Build grade separated interchanges at the intersection of route 50 and 404, and at the intersection of route 50 and 213, to improve the flow of traffic on route 50. 2- Eliminate the traffic signal at the outlets in Queenstown and provide a u-turn lane east of the outlets (similar to the u-turn lanes on route 113 between Berlin and Pocomoke). 3- Beach traffic concentration is caused by rental housing in the Ocean City area having similar Saturday through Saturday weekly rentals. Providing a more even distribution of Saturday to Saturday weekly rentals with Sunday to Sunday, Friday to Friday and Monday to Monday weekly rentals would reduce the peak traffic loads. A tax incentive to encourage larger Ocean City hotels to more evenly distribute their weekly rental schedules could significantly reduce peak weekend beach traffic.
364	Please read attached two messages to THE CAPITAL newspaper for my comments concerning the Chesapeake Bay Bridge & study. [Name Redacted] [Address Redacted] [Phone Number Redacted] Sent from my iPhone Begin forwarded message: From: [Name Redacted] <[Email Redacted]> Date: April 11, 2021 at 10:09:26 AM EDT To: capletts@capgaznews.com Subject: Re: Bay Bridge Reference The Capital article Sunday April 11, 2021 page 5. I agree 1000% with Phil Ferrara that “it makes good sense to create alternative bridge crossing options” and “these next bridges we build will be our route across the bay for at least 100 years into the future”. So when will the bright Maryland planners wake up and smell the roses to create alternative bridge crossings options and not just the same route to reach Eastern Shore resorts? [Name Redacted] [Address Redacted]
365	As a resident of Talbot county who travels across Bay Bridge 4 times a week to provide child care for my 3 granddaughters, NO to a 3rd BAY BRIDGE near the existing 2, on Jent Island. Traffic jams constantly n existing infrastructure cant handle. Gov. Hogan n any other dept head pushing to have a 3rd bridge there need to live in the Queen Annes Cty n experience what the residents go thru daily with existing traffic, as it also effects every county from QACty to

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	Worcester Cty. Do the smart thing n build that Bridge further down near Cambridge, Vienna, or Crisfield, si mor to destroy the land on KI and other counties affected.....LISTEN TO THE PEOPLE OF KENT ISLAND and MAKE THE RIGHT DEVISION TO NOT BUILD A 3rd BAY BRIDGE THERE!!!!! [Name Redacted] Talbot Cty resident
366	I travel weekly to and from the eastern shore . A third bridge would have less effect on existing businesses. How ever it would be senseless if major road improvements are not made and included with a new bridge . Back ups at 404 ,213 and the outlets are as much or more problem than getting accross the bridge now. State roads should be looking at diverting more traffic down 301 . To access the outlets there is no reason that traffic should be made to access from 301 during high volume times . Roads should be improved to get from 301 and 404 . Those lights should be turned off as not to stop traffic during high volume s. As far as the traffic study . I hear of no mention where is traffic centers coming from . If alot of traffic is coming from the south and d c it might make sense for a lower bridge . Thank you [Name Redacted] [Email Redacted] I would like as much info or comments as you can . Thanks again
367	Please reconsider all three final options, as none of them are viable. You are leaning towards the third span at the current location but you are only taking into account the impact to the western shore. The infrastructure on the eastern shore cannot continue to accommodate all of the traffic coming across, or returning, at that location. Daily gridlock is unfair to shore residents, and dangerous. The safest and smartest option is below Cambridge which accommodates DC and Virginia travelers and takes the strain off of the unprepared roadways from Kent Island through Cambridge. I am not sure why this option was eliminated (wetlands can still be protected) but it should be reconsidered and chosen as it is the most logical option. Please reconsider your options. Requested from a Talbot County resident who avoids route 50 as much as possible. Part of the reason I sold my home in Easton and moved across town was to avoid having to cross 50. This is how bad this problem is over here. With Regard, [Name Redacted] Sent from my iPhone
368	I think the route should be as northern as possible - so it looks like to Rock Hall under current options
369	It seems to me that the problem is not being framed properly. For literally decades, I've been hearing opposition from the Eastern Shore as being unwilling to accept the increased growth, sprawl and pollution. That's understandable. The underlying issue however, is how to move people, not cars, across the Chesapeake Bay. I suspect the largest group of people clogging the transportation corridor are those heading to and from the DEL/MAR beaches. Any expansion of the corridor for auto traffic will have to be accompanied by appropriate expansion of infrastructure to support them at the other end. If the funds were redirected to build and support the movement of people, not cars, many of the problems noted from both sides of the Bay could be alleviated. So my suggestion would be rail lines built from DC/Baltimore, with accompanying investment in rapid transit along the shore. Whether a suspended line or traditional track line, the footprint and environmental impact would be minimized.
370	Is this the address we use for email comments too? Thanks, [Name Redacted]-- "Forget not that the earth delights to feel your bare feet and the winds long to play with your hair." — Khalil Gibran
371	Please accept my comments, April 22, 2021 thank you. I sincerely do understand how residents of Queen Anne and Anne Arundel County would not welcome the new bay bridge study supporting the new structure in the existing area. But I think facts will support the theory that using the existing infrastructure will be less damaging and costly than trying to create a new route north or south of the existing bridge. I travel across the bridge weekly and do not enjoy the backups that we experience but to think of creating more impact elsewhere is horrifying. I support using our existing bridge and area around that to move forward with plans. Thank you, [Name Redacted] "Forget not that the earth delights to feel your bare feet and the winds long to play with your hair." — Khalil Gibran
372	PLEASE put a new baybridge in southern md!!!! You must do something to alleviate the traffic in Arnold and kent island asap. Arnold & kent island residents are held hostage every weekend from May to Oct. with the bridge

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	traffic. Citizens look at the WAYZ app for traffic updates & it directs them to college parkway. It is not fair to anyone in Arnold that we are held hostage and cannot go anywhere or do anything or make plans for a Friday night or Saturday because of bridge traffic and bridge incidences. There needs to be more done as soon as possible. This past Saturday's incident Ruined my whole family's Mother's Day plans because we could not get across the bridge on Sat am.
373	It's absolutely stunning that Corridor 8 is even being considered as an option. Running a major road and bridge directly through a peninsula and small community will be absolutely devastating to the residents and the sensitive environment. One of the listed reports here showed Corridor 8 as having the most green infrastructure, wetlands, residential land use, forest, etc , etc, etc that would be impacted. Corridor 8 needs to be removed from the discussion and frankly as many have commented before a new bridge needs to be north or south of Anne Arundel County. Annapolis and Anne Arundel county in general cannot handle anymore traffic. We are completely overdeveloped and it continues. Another major road will continue to deteriorate the environment and quality of life.
374	As an Annapolitan, the volume of traffic in this area does not need to be extended. You wish to build another span/bridge I agree do not build in this area. Those neighbors in this area out by bridge and across the bridge do not wish this either.
375	i would like to submit my objection to locating a 3rd bay bridge being built in existing location. Our roads are not adequate now to handle the volume of traffic that existing bridges and infrastructure have. I hope when time comes for this decision to be made that our voices are heard. Thanks
376	With choke points at the Kent Narrows bridge and route 50's Severn River bridge crossing you could put as many lanes as you want included or alongside the two exiting bridges and you're still going to have backups west of Annapolis and east of Queenstown. You need to give the DC and travelers south and further west of Annapolis an alternative route to Ocean City. Otherwise all you'll be doing is allowing a lot more water to flow in the same dammed up creek. And of course it'll be after spending billions of dollars with no gain. Why not a highway south and east from Waldorf to a bridge tunnel system which crosses the bay at the same latitude as Cambridge. Work with the USCG and Maryland pilots for ideal location for the tunnel to allow deep draft commercial traffic to pass over the tunnel, and then traffic exits the tunnel back up to a low profile bridge system north of the black water refuge and rejoins 50 in a beltway system on the southern side of Cambridge. Walla-welcome to the Chesapeake Bay mid-bay Bridge Tunnel system. I love the Bay and it's sad that even the most architecturally appealing structure built in the aforementioned location would still be not as desirable to gaze upon as the open bay itself. But if the time has come, better it be here and the money spent to construct it be worthwhile and fix the problem than the money and time be wasted to construct one near the existing bridges. What the Tappan Zee bridge does for New York this southern location would do for Maryland. You could put two more levels or widen the George Washington bridge and you'll still be bumper to bumper on either side. Another example is the New Jersey turnpike. Over 35 years of living down here a 3 hour trip back to family in Jersey became 4 no matter what I tried to do. After their widening project the 4 hour trip has now become 3 again, northbound. Southbound the trip through the southern part of Jersey is a breeze until you get to the Delaware side which is bumper to bumper as the road is constricted again. So I ask what gain are we as taxpayers hoping to see? We get to drive across the new bridge at maybe 45 mph just to be stopped and in bumper all the way through Annapolis and Queenstown? One final thought. You build another structure just north or south of the existing two spans and you've just increased the risk of a bridge strike by commercial traffic, unless you construct it in between the two existing ones. You'll be lengthening the level of difficulty for transiting safely under the 3 structures. Think of a hurdler, not much effort to leap over the first one. String out three in front of them and chances grow that one of the hurdles will get clipped. In closing, I'd rather see us make the tougher decision (not sure of the dollar comparison) and build a new ease way to the south, and not waste money expanding the area in the current location, or do nothing at all except of course maintain the current bridges for structural integrity and safety. Best of luck for all of us Marylanders Sincerely
377	I support the corridor 7 preferred alternative. The socioeconomic impacts on corridor 8 are wholly understated, particularly the effects on the Mayo peninsula. As the county and state have only recently began to adjust policy and regulations to more fully recognize the unique challenges of peninsula life (e.g. overdevelopment, traffic, safety, coupled with sensitive environmental features), the fact that this corridor was even brought forward to this level of consideration is disheartening. Regarding statements about corridor 8 such as "...avoidance of residential communities unlikely" and "Communities and residential neighborhoods in Corridor 8, particularly in the vicinity of Mayo, Beverly Beach, and St. Michaels, would likely be impacted", I suspect many who live in these areas would take

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	offence at the term "likely". It's certain and would be substantial. Mayo is dense residential along a 2 lane road, with no shoulders, and residences and businesses built right up to the edge. Clearly, a new bay bridge in corridor 8 would require immense use of eminent domain with significant adverse effects to communities. I would suggest the FEIS be more accurate/realistic in its characterization of likelihood of impact. It's surprising that there are no legitimate alternatives to corridor 7, as corridors 6 and 8 appear to be "paper tigers,"....meaning, carried forward as alternatives because NEPA requires you compare the proposal to "something"....but neither 6 or 8 appear even remotely viable based on both environmental impact and cost.
378	This study does not address the effects of bridge traffic on local neighborhoods. With the proliferation of traffic apps on smart phones, such as Google Maps and Waze, drivers are abandoning the roads addressed in the study (US 50/301). They use alternative routes to bypass the highway and the result is gridlock on ALL the roads in the area near the bridge. I have been stuck in traffic less than a mile from my house that moved a quarter mile in 30 minutes. A new span will reduce backups once it's built but drivers, both before and after a new span is constructed, will use technology to take shortcuts. The bridge traffic needs to be contained on the highways and kept off of the local roads that are not designed or intended for that volume. It is a safety issue for local neighborhoods when all the roads in the area are so gridlocked that emergency vehicles, Fire Police and Ambulances, cannot move.
379	Living on Kent Island I know we need an additional crossing for the bay. I feel as do most of my neighbors we sure as heck we don't need it here. Warm weather we can not make a left turn on the island weekends for all of the out of town traffic. Looking at the tags when I am sitting in a jam there are a great many from D.C and Virginia. This in mind it looks as if around Upper Marlboro to Cambridge would be the spot to help control the back up problem. I know there are wildlife issues but they can be overcome such such as the everglades in Florida and many other states and parks I have driven through. Maybe our politicians own more land here than in southern Maryland Truly [Name Redacted] [Address Redacted] [Phone Number Redacted]
380	The selection of a location for the third, mid bay, span across the Chesapeake Bay is about to be made, adjacent to the current bridges. This decision will be based on an inadequate study. No consideration has been given to safety, evacuation, military action or in the event of damage to the existing structures. Impact on the region around the ends of the new bridge has not been considered. State Transportation Authority Studies project a useful life of the existing mid bay bridges is 2065. After that it will cost more to repair them than replace them. Is the proposed bridge a replacement for the current bridges or an alternate way across the Bay? All of the road systems on both sides of the Bay are built out to support three lanes going each way across the Bay. Communities and shopping malls are built against the roadway. Local access roads parallel the roadway, providing no space for expansion of the main road. If three lanes going in each direction will not satisfy traffic demands, another location for an alternate bridge needs to be found. A new bridge, limited in capacity to what the regions around it can support is required in the next forty-five years or earlier. A parallel bridge, in another location , to carry excess traffic and to provide an alternate crossing in emergencies is also required. Stop the decision process, direct additional study before we are locked into a selection!
381	Do not vote for Corridor 6 plan through Pasadena. We live on a one way in and one way out one lane of traffic peninsula, which is already congested. We unfortunately have several accidents each month on Mountain Road and our community, neighborhoods, and FOUR Schools (Lake Shore Elementary, Chesapeake High School, Chesapeake Bay Middle School, and Bodkin Elementary School) are locked down and traffic is at a standstill. We have also suffered many powerlines / trees down which also stops traffic in and out and residents, students, business owners, customers, and employees are unable to enter or exit the peninsula to get home, work, school, doctors- or wherever. Many times these accidents take hours to clear and since Mountain Road is a one way lane eastbound and one way lane westbound, traffic is gridlocked and very minimal opportunities to divert traffic and move around the accident scene. To add more cars to our congested traffic with potential (unfortunately) accidents- concerns me to no end. I am concerned that on heavy beach traffic days- I will not be able to get in/ out of my neighborhood to get onto Mountain Road, my son will not be able to get out of school and then home as the only road to use is Mountain Road.
382	My name is [Name Redacted]. I'm a resident of Annapolis, Maryland, and I'm here representing myself. With respect to the study, I've broken it down into several items. Corridor 7 issues would be Route 50 traffic capacity limitations as a feeder already exist to the existing bridge. Route 50 lane expansion limitations from I-97 to Governor Ritchie Highway are a reality. The Route 50 vulnerability to accident-based road closure on both sides of the bridge is another reality. These are problems with the Corridor 7 situation. The additional factor is that it does not provide an infrastructure base for population and economic expansion, particularly on the Eastern Shore, and the rationale of

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	putting it in Annapolis, since they're already used to the traffic, is absurd. You know, the governor's comments that he would only support Corridor 7 should be ignored. Corridor 6 and 8 have issues as well, and these corridors have no available land to build access roads, and the bay width would require long bridge spans at extremely higher costs. Now the Corridor 12 and 13 benefits would be Western Shore access exists with Routes 5, 4 and 2. It provides alternate route to a single thread bottleneck that exists to the Route 50 corridor. It also improves Eastern Shore access from Southern Maryland, D.C., and Northern Virginia, thereby pulling traffic from the Route 50 corridor, provides more direct access to Eastern Shore beaches without transiting Easton and Cambridge. It also provides an infrastructure base for economic expansion and population growth in both Southern Maryland and the Central Delmarva Peninsula. It creates an infrastructure for future I-95 bypass around the Baltimore/Washington Metropolitan traffic nightmare. A bridge in this area would be spanning one of the narrowest stretches of the Bay, thereby reducing its construction and maintenance costs. Conclusion: The current approach does not take into account traffic and roadway issues associated with a third span in the Corridor 7 environment. The current approach lacks vision for future growth in the state and seeks to replicate the issues created in Northern Virginia, i.e., the Route 66 corridor congestion. Southern Maryland may oppose the growth, but the state can't continue to cram it into Central and Northern Maryland. I ask that the commission be bold visionaries. If you build it, they will come.
383	Refer to subsequent section for scanned letters and email attachment comments.
384	The current identification of the three site potentials for the next Bay Bridge Crossing lack foresight. They all continue to cram traffic and development into already densely populated areas. Corridor 7 is particularly bad as it would utilize an existing highway that is already choked and cannot be expanded to handle additional capacity. There's no room to widen Rt 50 through Annapolis and over the Severn River. Corridor 12 has several strong benefits that the other sites, particularly Site 7, do not have. 1) It provides a more direct route for those traveling from Southern Maryland, DC and Northern Virginia that would relieve their current us of Rt 50 thereby reducing Rt 50's traffic load / backups, 2) It provides an opportunity for population and economic expansion into both Southern Maryland as well as the Eastern Shore, 3) It removes the single route blockage due to accidents and other bridge closure issues and 4) This route also primarily utilizes existing right-of-ways and a narrow bay crossing area. The notion that it should be built in the vicinity of the current bridge and use route 50 because the Annapolis / Kent Island area is already use to heavy traffic is ludicrous. The commission needs to look to the future with this investment and not base their decision on current patterns. They should not be adverse to the concept of "If you build it, they will come"
385	I am adamantly OPPOSED to corridor 7. I live on the Broadneck Peninsula and am completely aware of the traffic issues the Bay Bridge causes. However, corridor 7 will only exacerbate the issue. Any blip in Bridge traffic, no matter how many lanes, impacts us NEGATIVELY. I fear for health and welfare if there is a medical emergency or some mass catastrophe on the Broadneck Peninsula. I also see that finances were the driving factor in the selection of corridor 7. Limited environmental data was used, without the effect of climate change being considered. We are well aware that Kent Island is losing land mass due to rising seas and sinking land, yet this proposes to add more development and infrastructure to a delicate area. I see too that the Environmental Justice impact was minimized. Corridor 7 will negatively affect a low income and minority community, and will result in negative effects to Sandy Point State Park, which serves a significant minority population who cannot afford the trip to the ocean. And why put Sandy Point Park at risk, one of the most popular parks in the state system and the only one with such extensive beach and water access? Wise planning would provide a backup to the existing Bay Bridge with a span at another location. In this day and age, we cannot ignore the potential catastrophic effect of a major natural disaster or even terrorism. In summary, I oppose corridor 7, and suggest you take it completely off the table. Reset your criteria to include climate change and environmental justice and redo the study.
386	It is quite clear that the primary criteria that was considered in the study was the impact on traffic on the existing bridge. With that as the primary criteria, the first choice would be an additional bridge at the same location. However, many other factors were NOT taken into account nor given enough weight in this study, for example, the negative impact on surface roads in the Rt. 50 area, the loss of a valuable state resource, Sandy Point State Park, and environmental justice concerns for a long-established minority community in the area of Rt. 50. Scrap this study, please, and address Bay crossing more holistically.
387	Please conduct a sound study. Our neighborhood has been negatively affected by the removal of trees for the stream restoration that was not needed. You can hear RT 50 now at all times. The corner of Lake Forest Drive and Bell Creek drive is terribly loud. The trees used to block this. Now they are gone along our wooded area.
388	The Crossing study has used peak August data from 2017 before the tool booths were removed, compounded by use pattern changes since the pandemic. The study is inadequate to base multi-billion dollar decisions upon in 2021 and should have used data from more typical use patterns. The study does not consider time of use rates and their positive impact on traffic congestion, particularly truck

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	traffic. As to the preferred corridor, adding a third span adjacent to the two existing spans seems viable until you consider the complexities and potential confusion of one direction traffic on each bridge merging into the existing route fifty lanes. The traffic management plan has not been updated to consider local access on each side of the highway and the possibility of increased backups with more lanes trying to enter the existing highway. What is the environmental impact on the Bay from such heavy construction and what is the impact on boat traffic now having to cross under a third span at night? These issues remain unanswered and are fair questions for the MTA. Preferred alternative is to hold until correct information is available and consider an alternate site to have access redundancy. Directing all crossing traffic to the same spot makes no sense from a long term planning view, especially when development of route 97 just adds to the problem of traffic concentration. A northern crossing would make the most sense to reduce traffic from 95 heading to RTE 50 unnecessarily. There is a huge blind-spot in addressing regional access .
389	Please dont build a new bridge on the 214 corridor. The traffic is horrible already and you have a one lane road in Mayo that cannot handle the traffic of a bridge. It would be awful and destroy the pennisula.
390	Good Morning, Will members of the general public be able to call in to witness the testimony call in sessions starting on April 14th? Thanks, [Name Redacted]
391	Traffic on Mountain road is all ready Horrible during rush hour during the week and on weekends when Downs park is having events . Also when there is a accident on Mountain road the back already goes for miles and the detour is Woods road .
392	It would be best to build a new wider double decker span at the current location. You can then dismantle the 70+ year old original span and potentially keep the 3 lane span until its end of life.
393	Although the corridor analysis for the Chesapeake Bay Crossing Study suggests that there are several operational, environmental and economic benefits to selecting the proposed Corridor 7, the impacts on commercial and residential properties along that corridor will be substantial. In addition to the need for noise mitigation structures along the highway, the capacity limitations of the existing US 50/301 infrastructure both east and west of the existing Bay crossing may require an expanded right of way width for US 50/301. That in turn could require this project to acquire new right of way to construct new local access roads to replace existing roadways taken for the expansion of US 50/301. In addition, I question whether the project limits shown for Corridor 7 are realistic. At a minimum, I believe the Corridor 7 limits should extend from the MD 424 - US 50/301 interchange west of Annapolis to the MD 404 - US 50 intersection at Wye Mills. Another subject that needs to be addressed at the earliest opportunity are the limitations of the presented Modal and Operational Alternatives. As our society strives for a more environmentally responsible transportation ethic, there is simply no excuse for not including a bicycle and pedestrian component in the plan for a new bay crossing. Many examples of such facilities exist on recent bridge construction projects, including the Tappan Zee Bridge in New York State and the Pensacola Bay Bridge in Florida. In Maryland, the Woodrow Wilson Bridge bicycle and pedestrian facilities have received impressive levels of public use and the replacement American Legion Bridge over the Potomac River is proposed to have such facilities as well. Unfortunately, on the replacement structure for the Nice Bridge over the Potomac River, Governor Hogan's announced inclusion of a separated bicycle/pedestrian lane was dropped as a short-sighted cost-saving measure. The proposed Bay Crossing structure must include a separate bicycle and pedestrian lane to bring it into conformance with Maryland's Complete Streets policy. The trail connections for such a lane already exist. On Kent Island, the east-west Cross Island Trail meets the north - south South Island Trail meet at Terrapin Park, practically at the eastern end of the current Chesapeake Bay Bridge. And in Anne Arundel County, an eastward expansion of the existing Broadneck Trail to Sandy Point State Park at the western terminus of the Bridge is currently funded and under design. The recreational and tourism potential of a bike/ped lane on the proposed Bay Crossing structure is not limited to the two adjacent counties. The national American Discovery Trail extends from Cape Henlopen, DE to Point Reyes, CA and incorporates both the Cross Island and Broadneck Trails. In addition, The East Coast Greenway Alliance has considered a Wilmington - Dover - Chestertown - Annapolis complementary route to parallel its primary route west of the Chesapeake Bay. Tier 2 and subsequent studies for a new Bay Crossing, even if not at the Corridor 7 location, must incorporate separated bicycle and pedestrian facilities as an integral component of any new structure.
394	Please not option 7. Too much conjjestion on Kent Island during the summer. We pay high taxes already
395	People who live on Kent Island have to endure the backups Sun and sat. Please we pay taxes . Please keep our island safe and peaceful. [Name Redacted] [Address Redacted]

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396	Kent Island is such a peaceful place to live except during summer and weekends. A third span would definitely change the value of the properties here. We've lived here 30 years and hope to stay but your extra span would make it very unsafe to stay here. [Name Redacted]. [Address Redacted]
397	We live on Kent Island for 30 years.With all the accidents on the bridges already causing backups. A new span is a bad idea. [Name Redacted] [Address Redacted]
398	Please provide a bike/pedestrian lane on expansion of bay bridge
399	I personally think this span wont do anything but make traffic heavier and prone to bigger bottlenecks ad 50 and 301 are maxxed now in the spring till early fall I say put the new span in southern maryland somewhere . it will let the southern marylanders the washingtonians and virginia use that bridge thus freeing up the 2 spans now for the rest of traffic could be a blessing in that area too thres enough short spots there southern maryland to eastern shore jobs new restaurants gas stations and what have you I think this would be the smarter idea but alas I am only a common lay person in this blue state [Names Redacted]
400	FYI: the email link below highlighted in light blue is missing "study" in the email; the reason my email kept getting booted back. [.jpg included]
401	Hello, Please vote No to Corridor 7 location proposal! I have lived on Kent Island for 22 years. I have seen and still see huge residential and commercial growth here. We have endured the inept redecking of the two bridges for the last 22 years as well. There has been zero road improvements except for a traffic circle which does very little and causes congestion. Summers on Kent Island are impossible with heavy traffic and then throw in a mishap anywhere near or on the bridges and all our communities on both sides of the bridge are on lockdown. This activity used to be occasional; now it is almost a certainty that every summer weekend will result in "community" lockdown. There needs to be another location to access to the eastern shore besides Gov. William Preston Lane Jr. Memorial Bridge. Please choose another location to allow travelers and communities a better flow of traffic, a better quality of life. Sincerely, [Name Redacted] Sent from my iPhone
402	Dear Governor Hogan, I am writing to express my concern and disagreement with the way the Bay Bridge Crossing study is being conducted. The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. Please stop this process until the above concerns have been addressed. Sincerely, [Name Redacted] [Address Redacted]
403	Thank you. My name is [Name Redacted], spelled [Name Redacted], my last name is [Name Redacted], and I currently reside at [Address Redacted] here in [Address Redacted]. And the organization that I represent is Citizen Taxpayer and Commuter. And I -- first of all, I want to thank you for the opportunity to speak today. And before I get into the meat of the matter, I want to thank MDTA for putting in the electronic tolling. It's helped quite a bit, and I appreciate that. I've been commuting back and forth for roughly 19 years, and I've, I've witnessed and lived the impact every day. My testimony here today is to talk about the concerns, and I am opposed to having another crossing put where the existing crossing is, and I have four concerns. The first is safety. Living off Thompson Creek

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	Road, I used to joke with my kids all the time that on Sunday nights, I said, for the duration of the week you guys can play, do whatever you want. Please don't do anything on a Sunday night because I can't take you to the hospital. But on a serious note, things have gotten really to the point where we're concerned if there's any need for an ambulance, fire department, back streets, side streets being clogged; there are safety concerns. My second, as a homeowner for over 20 years, like everyone else I'm concerned about my property value. Also, too, local businesses are severely impacted. Last week during one of these events, I went into a jewelry store, talked to them. They packed up and moved because side streets are always closed on a Saturday and, and Sundays. Same thing with the pizza place. During some of these back-ups, they can no longer do delivery. It's just, it's just carryout. So, those are some of my concerns. And really, what we're talking about here is a single point of failure. What happens if we have a hazmat situation? We experienced the jumper last year. Hours, people -- people backed up for miles and miles and it, it's ridiculous. And it, it's not fair for the local citizens of both Queen Anne's County and the Anne Arundel County to have to bear the burden of all this overdevelopment. It would make more sense to have another crossing at a location where we have smart zoning to go through to limit the development, because there's only one way over the bridge. And my last thing is, and I want you to listen to this recommendation, if we are forced to have a span over here, I would like to see a lane for citizens for biking and walking. I think it's very important that we get some benefit, if that is the course. Last thing is, I have 10 seconds to say, I have five years to retirement People like me are really looking at what the impact of this is going to be, 3 seconds left, and -- yeah, if it's detrimental, you know, that's going to impact us possibly leaving the area and taking our incomes with us. So, as one stuck in all the traffic, it's time that the state and the area has another crossing. Thanks for listening to me.
404	This proposed bridge construction will RUIN the rural character of the Eastern Shore. I have seen it happen on the East end of Long Island and on the New Jersey shore. It will happen here
405	I don't understand the local opposition. First, it's likely to be 20+ years before this span is built. Second, this coincides with the projected lifespan of the original bridge. So it's likely a two lane span will be replaced by a 3 or 4 lane span. Third, a number head on accidents occur when two way traffic occurs on the north span. Aside from the death and morbidity this causes, it also halts traffic for several hours. Regarding increased congestion in the area, it's likely to be reduced with another span with more lanes even if the original bridge is retired. I think the real problem in the area is congestion, not number of spans. I'm amazed that the northern span will be 50 years old next year. I wonder when they started planning for it. I doubt 20 years. We're making the process unduly long and tedious. I suspect the opposition would like to see just one span, but that would back weekend congestion back to US301. A new span should be built ASAP for two major reasons: Safety and Congestion!
406	Dear Team, I don’t think there is a problem with the bridge, the problem is people leave right after work to go, so everyone is trying to get there at the same time. If you wait until 10pm and pack to go the traffic is usually fine, or get a good night’s sleep and get up at 5am and head there early traffic is fine. There is only Fri. from 3-9pm and Sun. from 3-9pm that there is need for another bridge. People need to be smarter or put up with the overload at those times not look for a multi- million dollar convenience for such a small window of inconvenience. Thanks [Name Redacted]
407	Please reconsider and re-evaluate the no build option. Adding another span simply encourages sprawl development and continued conversion of farmland and forest to housing. Another span is a 20th century solution for the 21st century. Cars will not continue indefinitely as the primary mode of transportation and in person work will decline over the 100 year time horizon.
408	Of the corridor options, 7 seems reasonable. Options 8-14 appear more likely to cause excessive traffic and congestion in Calvert County, something I and other Calvert citizens are concerned about.
409	As resident of the Broadneck peninsula, I am deeply concerned about the possibility of another Bay crossing being constructed in our area. There are multiple reasons why the process has been flawed and must be reconsidered now. The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement’s key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and

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	the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by there entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full compliment of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right. Sincerely, [Name Redacted] [Address Redacted] [Name Redacted] [Email Redacted] [Phone Number Redacted] mobile
410	Please, for the love of God, do not make another span on Rt 50!!! We are prisoners in our homes/communities every Friday & Sunday from May through September! This area CANNOT handle MORE traffic! You have to put another span in a different area.
411	As someone who lives on the Eastern Shore and travels the bridge almost daily, it is apparent that another bridge span in the same location as the current bridge is trying to pack 20 pounds in a bag meant for 10. Route 50 in its current state cannot handle more traffic especially during peak times. While the removal of the toll plazas has

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	somewhat eased traffic congestion, it has by no means eliminated it! I am sure that traffic studies could show where the bulk of the bridge traffic going - north or south of Rt 50. This info could help determine a better location for another span. Just because another area may not want the bridge is no reason to saddle the current location with even more traffic and congestion.
412	I am a teenager who lives on the eastern shore right off the bridge on Kent island. I do not think there should be another span being built especially now. We have been through heard of awful traffic and people are going to travel even more this year due to covid and travel bans last year. I am a college student and I work in the island and it is difficult enough driving over the bridge every time we need something because we don't have a lot of needn't stores with clothes, etc. only a select few and have to travel 20+ minutes east or westbound just to get to those stores. Traveling back home, getting to appointments was a 3+ hour wait to get anywhere. It is in my opinion not the best idea to build a third span and to focus on keeping the traffic flowing especially during the busy seasons. Also can't forget the toll booths getting worked on and other construction, or weather that already create backups. Thanks. Kent island citizen
413	It seems like the recommended route, which is aligned with the existing bridges, as the best option if a new crossing is to be built. This crossing addresses the need for redundancy for maintenance, accidents and high volume times; travel time stability; and some additional capacity, though I don't think additional capacity should be a guiding principle. The pandemic has accelerated access to economic opportunity and jobs of many types without as much built infrastructure or travel needs. We should capitalize on that in locating infrastructure, in comprehensive and long-range planning. For the tourism and service sectors, there are other ways to accommodate additional travel volume, such as ferries. There are many places where that could tie in with historical crossing routes and provide exceptional visitor experience and access to resources both on the eastern and western shores. This could provide lower impact economic opportunity for small communities on the shore, also without significant disruption on the western shore. there would also be positive opportunities for western shore businesses and residents. The existing crossing alignments minimize environmental impacts. The purpose and need statement didn't seem to address cultural conservation, quality of life, or alignment with county comprehensive-type plans or local development/conservation plans.
414	Why must all of DC/Northern Virginia traffic funnel through the Annapolis Route 50 corridor? Considering all the traffic flowing from Balt and Pa, why not channel the southern traffic further south? The gridlock on Route 50 and Ritchie highway is already horrible. And there is no way to alleviate Ritchie highway traffic on an already overdeveloped peninsula. Failure.
415	I strongly object to a third bridge coming through Kent Island. The traffic is unbearable now. This solution is not equitable - one community should not have to bear the entire burden of unmanageable traffic, environmental disturbance, and motor vehicle pollution. Furthermore there will be adverse impact to Stevensville Historic District and a much visited park on the western shore. Funneling all the traffic through one location is a gross mismanagement and should be rejected. Thank you.
416	There should be a seperated bike lane on the new span of the bay bridge. A lot of new cyclists have popped up due to the pandemic. Some would love to be able to bike longer distances or use their bike for transportation. Movable Feast hosts a fundraiser where riders bike from Ocean City to the Inner Harbor. This would allow them to not have to be shuttled over the bridge.
417	Best crossing of bay to keep Maryland dollars out of Delaware: The short crossing from Cove Point to the Eastern Shore west of Cambridge, revitalizing Cambridge while sending MD dollars east on US 50 to Ocean City/Assateague, keeping more dollars out of Delaware. [Name Redacted] 2014 GOP candidate for MoCo Council 1
418	My name is [Name Redacted]. I live at [Address Redacted]. K-I-R-S-C-H[Name Redacted]. And my feeling about the Bay Bridge, that it is as it is, it's the best asset that the Eastern Shore has. It creates a bottleneck, which was not there. We have even more traffic over here. Upon driving here this evening, I observed the ever-increasing amount of residential construction. Kent Island could sink with everything new that's being built, so it seems obvious that we do not need another bridge to bring more traffic over here. The economy seems to be perking along pretty well, if you look at the growth. What I continually observe, especially at night coming back from the Western Shore, is the ever-increasing amount of heavy truck traffic, semi traffic coming down, I assume from 301. It seems that 301, with the improvements at the North end of it, has become an alternate bypass for traffic to avoid I-95, and the improvements in bridges will only exacerbate that amount of traffic. I mean, it's [Offensive Language Redacted] scary to come over that bridge at night when those trucks are coming at you. Now, maybe if there were more lanes, they wouldn't be coming at you, but I just think that too much traffic -- I live down past the 301 split on Route 50, and

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	have to put up with the traffic on the weekends, which seems to be getting pretty much every day. The at grade crossings on Route 50 and 301, if you do more traffic coming over the bridges, I would like to know what you're going to do to alleviate the ever-increasing problems and dangers in crossing Route 50. So, I would want to know, you know, if you put up the bridge, what you're going to do to alleviate the traffic problems once they get over here. It's -- it's a matter of safety, and the traffic, as I've heard Broadneck say, but not the other location farther south, seems to me it would be a good alternative. Thank you.
419	Wherever the bridge is built, plse make it much lower (ie close to the water), and with more space between the lanes & the edge wall!! And a solid edge wall and deck, so that ppl crossing can't see the water below. So many ppl are afraid to cross the current bridge, including myself. Perhaps so low that a drawbridge is necessary. I'd prefer to have to wait for a drawbridge, than my current options to get to the beach: drive all the way up thru Balto and thru DE (which also costs a lot more in tolls & adds an hour to my trip), or pay $40 each way to have someone drive my car across the Bay Bridge for me. I know many others who are also afraid to, or anxious about, crossing the Bay Bridge. In fact, it's rated as one of the top 10 scariest bridges to cross in the world! This would help so many ppl! I'd be happy to consult w/your committee RE how to make a new bridge accessible to EVERYONE who is afraid or anxious to cross the current Bay Bridge. Thank you.
420	Please do not put another bridge here in the Broadneck peninsula. You must be able to access information that proves what a mess it already is and that a new bridge would be a horrible idea for our area. I suggest another span further north or further south, just NOT HERE PLEASE.
421	We need an alternate route across the bay to alleviate the burden imposed on the Broadneck peninsula (RT 2, RT 50). Shedding traffic from Baltimore or Washington to an alternate route will reduce the congestion that residents in Arnold, Severna Park and Annapolis face during beach season. The current situation is stifling and can only get worse with expanding the current bridge. Air quality is a big concern as are the limitations on mobility that residents face from Thursday through Sunday every weekend. Please leverage federal resources (current Infrastructure Bill) to evaluate / create an alternate crossing location.
422	It is imperative that the infrastructure expansion for approaching traffic be included in any proposal. For eastbound, if the route through Broadneck peninsula is to avoid disastrous backups, expansion westward as far a Bowie must be included.
423	In spite of cost savings due to existing corridors and rights of way etc. I must point out that the further urbanization, air/noise pollution and environmental degradation, not to mention unbearable inconvenience from traffic which is planned to be inflicted on the beautiful Broadneck peninsula is unfair, short sighted and generally misguided. This burden should be shared, and therefore diluted by development of other corridors such as more direct Baltimore and Washington DC access, which actually deserve consideration.
424	Sure. Hi, name is [Name Redacted], it's [Name Redacted], and I live at [Address Redacted]. And I've been on the island since '95, and I've been a Maryland resident since 1965, so I've seen a lot of change. Seen -- been -- certainly seen enough change here on Kent Island to, to feel that a third crossing here, coming on the island, is, is really not the way to go. We just -- we've had to bear the blunt of this traffic year after year after year, watching it increase, and there just doesn't seem to be any ability of the organizations, the MDTA, or the state police, or even the local police, to facilitate the traffic when, when we have, have the heavy, heavy traffic on weekends especially. And I don't know whether that's because it's just overwhelming or whether it's, it's just unable to be -- they're unable to handle it, but it's certainly not going to get any better with the third crossing. There's not enough infrastructure here for that. So having said that, I, I would like to propose that, that the MDTA consider another crossing location, particularly south of here, running into Dorchester County. One of the -- it is one of the poorest counties in the state, and I think Dorchester County could benefit from, from that crossing economically, not to mention the fact that it would lighten the load here. The other thing is that I don't know whether anyone's thought about this or not, but I think three bridges being parallel is a very inviting target for terrorists, and if these folks ever decide to blow up three bridges, I think your, your port of Baltimore, it will be shut down for God knows how long. So, I think it's a -- I think it's a strong security issue. But I think more than anything, the quality of life, and you're talking about doing an environmental study, and the indications are that, from what I've heard, that the -- environmentally, a third crossing here to Kent Island would be better. I think environment includes the quality of life here for the people who have lived here. And that really needs to be taken into account. You are not going to -- you are not going to be able to move that traffic. You know, you're not going to -- what are you going to do? Put 12 lanes of highway across Kent Island only to have it come up against the limitations of 301 and 404? Certainly, you know, I -- I have -- I've had the occasion to -- I don't know how much time I have. If you look at the -- if you look at the registrations, the plate registrations, of course, coming across, there is an awful lot of traffic from Northern Virginia here, not to mention folks that you can maybe identify from, from Montgomery County and other places.

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425	I have been a resident of Maryland since 1965 and have lived on Kent Island since 1995. I have seen traffic increase in the US 50 corridor across the Chesapeake Bay Bridge to the point of frequent gridlock which has severely curtailed mobility especially on weekends year round. The favored new Bay Crossing using the existing Corridor 7 is an outrage for the residents of Kent Island, Queen Anne's County and the Broadneck Peninsula. The approaches on both sides of the Bay will not support the added volume of traffic and will serve to only move the bottlenecks further east and west. The Island is already unbearably paved and the long-suffering residents along the corridor have had enough. There needs to be a reconsideration of a southern corridor; there are 7 of them that should be reexamined including the use of land originally owned by Louis Goldstein in Calvert County and now in the possession of the state. Sometimes the so called "scientific analysis" needs to take a backseat to the welfare of the people who are already impacted by the lack of foresight on the part of the state which has been punting this project for 35+ years. Furthermore, I don't see where the DEIS has considered national security implications of Corridor 7. In the event of a coordinated terrorist attack the three parallel spans could be blown into the shipping channel. The Port of Baltimore would virtually cease to exist and national commerce would be devastated. This is not far-fetched in the world in which we currently live. Sincerely, [Name Redacted]
426	I support the MDTA-Recommended Preferred Corridor Alternative (#7). I agree with the DEIS assessment that #7 will have the least amount of impact on the Bay's environment and the greatest amount of impact in reducing traffic congestion. In contrast, Corridor Alternative #6 would have a great many negative impacts on woodlands, wetlands, wildlife, and water quality on both sides of the Bay and would add to, rather than relieve, traffic congestion on both sides of the Bay.
427	Anne Arundel County Bicycle Advisory Commission To: Steuart Pittman, Anne Arundel County Executive Ramond Robinson, Transportation Director CC: Anne Arundel County Bicycle Advisory Commission From: [Name Redacted], Chair Re: Separated Bicycle/pedestrian Facility on Chesapeake Bay Bridge Crossing Date: April 16, 2021 The Anne Arundel County Bicycle Advisory Commission unanimously supports the following position regarding a separated bicycle/pedestrian facilities in the Chesapeake Bay Bridge Crossing Study: We do not take a position on if or where a new span should be built. However, if a new span is built in any location or one of the existing spans is replaced or renovated then we insist that a separated bicycle/pedestrian lane be included. This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee(see photo) and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed. Please specify a separated bicycle/pedestrian lane as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland.
428	Public Hearing Virtual Information Room an excellent concept in these days of Covid. It is not only a good idea, but very well done. KUDOS both to those who conceived of the idea ans those who brought it to fruition
429	I remember the ferry, so I have been around a long time. We don't need a new Bay bridge. Traffic management was working most of the time. The removal of the toll booths improved traffic flow. Maryland taxpayers cannot afford a new bridge or the I-270 boondoggle project. Drivers who don't manage their trips wisely deserve the backups they get. Forget a new bridge. [Name Redacted], [Address Redacted], [Email Redacted]
430	I think that a702 extension across the bay from the Balt.beltway to Tolchester would reduce traffic on 50

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431	As someone who crosses the Chesapeake Bay Bridge approximately 26 weekends per year, I have seen the traffic congestion get worse with every year. We have to plan the entire weekend around the Rt 50 traffic congestions and backups at the bridge. Sitting in traffic and watching your GPS go from purple to orange to red and listening to the backups go from 1 mile to 7 miles is stressful and disheartening. Neither of my properties are near a metro station or public transportation that can be utilized to complete my journey without a car. My employer is not near public transportation. My eastern shore property is not near public transportation. Therefore, public transportation can not be used. We have to drive everywhere we go. Based on the traffic congestion at the bay bridge, my fellow drivers are in the same situation. The only thing that will alleviate the traffic congestion at the bridge is another bridge unless many, many more train stations, train lines and train stops (on both coasts) are built throughout the entire state of Maryland that make taking a train across the bridge feasible. I personally would prefer a new span of the bridge be built separately from the existing bridges to help divert the traffic from the Annapolis area. I would be willing to drive further south to miss the Annapolis, Kent Island and Easton areas. However, a third span of the bay bridge where the other 2 spans are located is better than no additional bridge span at all. We need another bay bridge. Thank you.
432	I would ask that that proposal 7 which utilizes existing roadways and rights of way be utilized for the expanded bay crossing. Not only is it preferred by MDTA but road construction and expanded traffic for crossings 6 and 8 will permanently damage the fragile eco systems on both the west and east side of the bay...all for Ocean City traffic...a town that could well be under water in 50 years. Commuter traffic across the existing span of the Bay Bridge should be discouraged by NOT offering discounts for commuters as well.
433	I am [Name Redacted]. I am a representative a Dick Ladd, Inc. I live on the island here. No, I'm being facetious. My address is [Address Redacted]. [Name Redacted]. And thank you for letting me appear, talk last night. I'd like to pick up on some things. First of all, I -- you know, I believe that we cannot relieve the congestion without additional crossing capacity some place. I believe the numbers show that I believe that we must focus on getting the best performance out of the existing infrastructure possible, and it won't be very satisfying until the people on this island, including myself, or the Broadneck Peninsula where I used to live. I would argue that we need in the interim, between now and whenever any construction starts, but the sooner the better, to have a concerted engineering study done by MDTA, State Highway, I don't care who it is, to look at all possible options that there are, some of a margin, or in any way, to improve the capacity of the bridge structure that we have. For the record, I would like to insert a couple of examples, one of which is a press statement from Governor Hogan, when to relieve congestion on the Bay, on the Severn River Bridge, they went from a 12-foot width to an 11-foot width. History says that has worked, for the record. Secondly, I would like to insert a piece of stuff that I got off the internet, but I believe it's written on the basis of federal highway stuff. The title of it was "10-foot lanes are safer and still more plenty of cars". This is based upon urban kind of experience. I understand that. But the significant part of reality is on this bridge, is that it is 4.2 miles from Exit 30 -- Exit 31 to exit, I think's it 37 or something like that? That's for the functional equivalent of one city block. No pedestrians, no stop lights, no bikes, nada. This is relevant. Now I understand I'm arguing or suggesting that we push the envelope a little bit, but I would submit to any -- to you that anybody who lives here or over there will demand that. To sit and say for the next 40-50 years we're going to be facing with congestion that is coming, increasing, is, you know, without exploring every conceivable engineering option, and some that don't even look reasonable today, is not being fair to the taxpayers. And I would like also to insert, for the record, my attempt to put on one page what some of the options look like, and to highlight the impact of some decisions that are being made currently by state highway, a good example of which is the change they're going to make to the Severn River Bridge. It's going to go down -- going to go up to eight lanes on bridge, and that's to take the traffic coming this way in the summer and Route 2, and all we're doing is moving the congestion from here over there, and at the rate we back up traffic, we're going to have it backed up coming at us this way. And I would submit to you that, as a taxpayer here, is not a good solution. It may work for some people, but it's not going to work here. It's going to create a bigger problem. So, they're all -- this, this problem is incredibly complex. You don't deny that.
434	Refer to subsequent section for scanned letters and email attachment comments.
435	[Name Redacted] is the legal name, more commonly known as [Name Redacted]. I currently reside on -- live on [Address Redacted], but I'm a 25, 26-year resident of Anne Arundel County in the immediate area of the bridge. So, I'm here to say that I think -- I'm very disappointed in the structure of the study. We call it a bridge study, and it should be a corridor study. The problem is congestion on this neighbor -- in our neighborhood. It's the same thing on Kent Island. We have a congestion problem. It's not uncommon within the state. The problem only comes out about like 25th or 26th on the state's list. Therein lies our problem. So, we have to call it a problem with congestion, being as far down on the list as it is. Nothing is going to happen here until 2040. Now, whether that's a function of priority or availability of funds, I care not which. But the consequence of this is we have a three-stage problem. We have a now, a 2040 problem, and a 2065 problem. People here are talking tonight about the 2040, 2065 problem in large. I want to focus on the now problem, because that's the problem we have. And in 20 years' time, there is nothing in

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	this plan that's going to effect the problems we have in our community, not one wit. And that is fundamentally wrong. I sit in the traffic like everybody else when it backs up. I lived on Cape Cod or near Cape Cod, and I understand about summer traffic. We have minor summer traffic today. It's a nuisance. I don't quiver with that. But I perish a terrible thought of what it's going to be like on this community and on Kent Island in 10 years and in 15 years. That is a scary proposition, and I see nothing in this study that anticipates that. Now, I say you ought to pause this study, you ought to put somebody on State Highway on this sucker and do it quick, because it's his problem. It's not a bridge problem. We have a through-put problem. I can run 6,000 vehicles an hour up to the bridge and I can get 4500 across now. That is the problem. So, somebody has got to explain to somebody. Not to me, I'm not going to live here longer, I mean live longer. How are we going to get those additional vehicles across the bridge? Whether it's a new bridge, something else, but you've got 20 years to figure out how to do that. That, my friend, is a problem. There are a lot of things that can be done. I've studied a lot of other bridges around. There are things that can be done; shaky, require a little bit of aggressiveness. Federal Highway will give you some lack -- slack on 12-foot lanes. They're made without an argument. You may be able to get them down to 10-foot lanes. I would like to see an engineering study that says, how do I get an extra foot or two on some of these lanes? I think that some sort of an engineering analysis might show that we can get an additional lane onto that bridge. If I can get a lane on there an avoid the contraflow, you will avoid the [Offensive Language Redacted] like we saw today or yesterday. Alright. So, I'm saying we've got a -- we've got a very flawed structured study on this thing, and it's not your fault. It's just that we don't -- we're not answering the problem. We're answering somebody else's problem and it isn't what this community needs, period. Thank you.
436	I am strongly in favor of the Corridor 7 route for a new bridge. The Chesapeake Bay is the equivalent of a large nature preserve with recreational use by many people. To build a new bridge in either Corridor 6 or 8 would forever ruin the open water space and natural beauty of the Bay. It is essential to keep all bridges in Corridor 7 in order to preserve the Bay in its most natural state. There are marine safety reasons to build a new bridge in Corridor 7, too. Many commercial ships anchor in the Bay and pass through the existing bridges. Navigation through three bridges in Corridor 7 will be safer for ships and recreational vessels. In addition, from an operational standpoint, a new bridge in Corridor 7 will allow flexibility in traffic management on the new and old spans.
437	I fully support a pedestrian and bicycle lane on a new bay bridge crossing. Getting to the Eastern Shore via bicycle is long overdue.
438	The original two-lane eastbound bridge needs to be replaced due to age. Add one or two lanes to the rebuild and this bridge and the westbound bridge are all that is needed. We do not need a third bridge. During the summer when people want to "reach the beach" is when traffic is bad. No other times of the year show frequent significant backups. The communities and people living in the 3 corridors of choice should not have to be destroyed so others can get to their vacation destinations a little quicker. All three corridors choices would uproot thousands of people each. The Mayo Peninsula, through which corridor 8 runs, is not wide enough to accommodate a 4-6 lane highway and all the infrastructure that would go with it. All homes and businesses left after the bridge and roads are built would be adversely affected by noise and air pollution, which the study shows. Areas of historical and environmental importance in this corridor would also be obliterated. The quality of life on the Broadneck peninsula would also be negatively affected by a third bridge. Rt 50 leading up to the bridge would have to be expanded. The Severn River bridge would become inadequate once again.
439	Please put this project on hold until a new, updated study is completed. The toll booths have been removed and this needs to be considered.
440	I am concerned that placing a new span in the same area would ruin Sandy Point Park. It is the only water access point for thousands of people in Maryland because of a lack of access anywhere that isn't public property. Aside from the park issue, it is well-known that adding traffic lanes (in the case of highways, for example) only increases congestion. I think adding a new span would do the same. And it certainly would only add to traffic in that particular area, which can ill-afford it.
441	The next new crossing of the bay needs to be anywhere but the Annapolis to Kent island crossing. Current roads can not accommodate any additional traffic. Also we need an alternate option to cross the bay when there is an incident that shuts the bridge down. Twice in the last year the eastern shore has been held hostage by a single individual looking to do harm to themselves or someone else
442	I do not agree that Corridor 7 should be the preferred corridor alternative. It does not alleviate any traffic on Interstate 97 and Route 50 through Anne Arundel County, Queen Anne's County, and Talbot County. I think that the Corridor 12 is the better option as it would connect the western shore with a short connection added to Maryland Route 2/4 to an existing roadway on the eastern shore (Route 16). It would draw traffic from D.C., Virginia, and the lower western shore including counties as far north as Anne Arundel or possibly Baltimore. The current distance

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	from Prince Frederick to Cambridge is over 90 miles one-way. To shorten that trip would save motorists time, gas, and wear and tear on their vehicles. As was proven during this past weekend's incident on Route 50 in Queen Anne's County in which a portion of Route 50 was closed for hours as well as the Bay Bridge, there needs to be a separate alternative connecting the western shore to the eastern shore south of Baltimore City. Creating another span in the exact location as the existing bridge is not going to alleviate traffic concerns in Queen Anne's County during the summer weekends nor is it going to solve issues when there are emergency incidents on Route 50. I urge you to reconsider the Corridor 12 as an option.
443	I have been living in Arnold since 1974 and all this time I have heard we need a new bridge. Millions have been spent on studies and nothing has happened. First of all where do the majority of the people that use the bridge come from and where are they going. If the majority is using it to go to the beaches then draw a line from north of Fredericksburg, Virginia to Aberdeen, Maryland. That lined extended covers Pennsylvania and West Virginia travelers that come to our beaches. Without disturbing any wetlands or taking property from residents the most logical place to build another bridge is right where the the existing one is. Widen route 50 on the western shore and then widen it on the eastern side as the room is there. I am not an engineer or do I have a degree in planning, I was just a gentlemen that traveled by car as a manufacturers rep so I think I know these roads real well. No matter what as I am 78 years old and will not be around if and when a decision will be made, but If one is agreed upon my grandsons grandchildren will probably benefit from it. The money to build a new bridge is here, just ask Biden for 30 billion or so, he will write the check.
444	On behalf of the Greater Severna Park Council I am submitting our opposition to the 3rd span of the Chesapeake Bay Bridge at Rt. 50 in Anne Arundel County. Short term solutions are not in the best interest of a long term problem in moving cars, trucks and people across the Chesapeake Bay at one designated crossing. There are many other factors that should be considered to determine the best option for the long term needs of Maryland, but they were not even included in the Tier 1 study. The justification for this Tier 1 study is a brief, less costly and a faster way to make a site selection decision. This was done by omitting many of the important aspects that should be factored into the final selection; such as: 1. Will this be a parallel structure to the existing structure and maintain the existing structures? 2. How many additional Bay crossing and support or safety lanes are required on this new bridge? 3. How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? 4. Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? 5. What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? 6. What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? 7. What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. It it not uncommon for situations to occur on the Chesapeake Bay Bridge such as vehicle accidents, jumpers, police activity, medical emergencies, and extreme weather conditions that tie up traffic for up to 10 miles. All of this impacts the people who live in the surrounding communities with noise, traffic, automobile fumes toxic/carcinogens while waiting for the bridge to reopen after a slow down from weather/wind/accidents/debris/broken down vehicles. Additionally, no consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions, which are better served by having a southern Maryland crossing, possibly in Calvert County. Please have this process reconsidered and do it right. Sincerely, [Name Redacted] V.P. for Public Affairs, GSPC
445	Here's my comment: Quit the BS and get it done! Now! The Governor has it right. It's absolutely ridiculous it's taken this long - the third span adjacent to the existing bridges should have been built 10 years ago. Any option other than Annapolis is stupid. Thanks for the opportunity to comment [Name Redacted] [Address Redacted] [Phone Number Redacted]

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446	Hello Gov. Hogan, I have a few questions for you. I've heard recently that a new Bay Bridge is in the works. Have you applied for federal funds for this project yet? If no why not? President Trump and President Biden have both mentioned money available for bridges, tunnels and highway improvements. I would like to give my opinion on why a new bridge should not be built at the same location as the current one. I drove the bridge 5 days a week for 14 years. The traffic coming from Rt 97 is not is not equal to the amount coming from Rt. 50 west of Annapolis. I'm sure a survey has proven this. If this traffic was diverted onto an improved RT.4 towards an area north or south of Calvert Cliffs and going over the bay north or south of Blackwater Nature Reserve it would be a viable alternative. Moving in northeastern direction up to RT.50 merging 1 mile west of the Vienna bridge. The purpose of this route would be the reduction of traffic in Kent Island, Easton and Cambridge towns. From that point on there would only be 2 or 3 stop lights the next 20 miles or so until you would reach west Ocean City. Please consider this proposal as you move forward. Would like a reply please.
447	I vote for the three corridor alternatives option. All three corridor options (6, 7, or 8) work fine for me.
448	This is a terrible idea. The Recommended- Preferred Corridor Alternative will dump traffic into local communities, cost more money than it is worth and should be discarded
449	I believe that traffic mitigation is needed between Easton (Route 404) and Kent Island as all traffic must use this stretch of route 50 to get to bridge. It makes more sense to place the 3rd span in another location so that some traffic can flow to that location rather than all on route 50. Unless you can widen route 50 through Wye Oak area, a 3rd bridge will not improve the traffic flow to and from the eastern shore.
450	STOP the study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Maryland. We believe another site must be selected that will draw traffic away to the Northern and/or Southern parts Chesapeake Bay. A new crossing must be constructed to offer an alternative to the Rt.97 / Rt.50 corridor that is already overloaded on weekends with commuter, business and vacation travelers. Traffic issues threaten to expand throughout the year. Government forecasts project increasing volume at (est) 1-2%/year. Putting more traffic into this corridor will put all our eggs in one basket and push a cycle of sprawl. The Broadneck Peninsula cannot sustain the additional load of traffic projected for the next 20-50 years and the MDTA should find another location to keep traffic away from the Annapolis/Broadneck to Kent Island geography.
451	Good Morning, I wish to thank the preparers of this study for their work to identify locational options and for the data on past usage of the Bay Bridge. I looked for comments from the MDP but did not see them. My concern is that while we are looking at a future build option the study did not take into account possible future changes in transportation systems and to that end it would also require a more in depth study on the demand side. My comments do not address the issue of location but only those of the future design and capacity considerations and the apparent lack of consideration of projected transportation changes, development trends, and most importantly impact on climate change. Before going into my comments, I want to introduce my experiences and background. I have been traveling to Ocean City since the 1950's. First as a vacationer, then as part of a family owning property, and now as an occasional traveler. Through those experiences, I have traveled over by ferry, traveled during the weekday and weekend on and off-season. Furthermore, I am a certified planner and worked as a planner in government for over 30 years. (1) Increasing the capacity of the bridge will likely increase the movement of development to the Eastern Shore creating more sprawl (build it and they will come). Figure 2-3 shows the current extent of the more concentrated development to the east on the Eastern Shore but this will likely extent eastward with more capacity. This will increase all the impacts of sprawl including negative impacts of development on water quality and land conservation, and lead to more miles driven that is a contrary measure at this point in time to reducing impacts on climate change. (2) Figure 2-4 is very interesting as it shows the tremendous expansion on the travel to Sussex County, Delaware. This confirms the growth that one who frequents the Shore over the years has observed. I believe the numbers indicate that Ocean City traffic usage seems fairly constant. The study should bore down on looking at present and future demand issues. At what point will the Sussex County reach build out and at that point how much additional capacity will be needed to address that demand. (3) Once upon a time there was mass transit to the Beaches and once upon a time bus travel was reasonable. Given the excellent bus system in Ocean City, Md and that most travelers once they arrive do not need a car, more consideration needs to be given to a design option for a new structure that addresses a transportation option that allows folks to commute to the Shore without the use of private vehicles. This would have the added benefit of

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	reducing parking needs at Ocean City and other resorts that could permit more infill and more stormwater management. (4) Lastly, and perhaps most importantly and somewhat addressed above, the Study is flawed in not considering the potential impact on demand of possible future modal changes such as autonomous vehicles and smart vehicles and impact on climate change. Future vehicles have the potential to flow more smoothly and thus increase capacity. Every transportation study should include a Section on the potential impact on climate change and mitigative measures. Thank you for your consideration.
452	I speak as someone who lives just West of the Bay Bridge, and is frequently affected by traffic backups from inadequate roads crossing the Chesapeake Bay. While my preference would, of course, be to have traffic routed away from where I live, after reading the studies and looking at the options I understand that the current crossing at Sandy Point/Kent Island is the one that makes the most sense economically, environmentally and routing control when looking at the whole picture. I also understand that the backups that frequently occur on Route 50 and surrounding roads both East and West of the bridge are currently causing people in those areas to become virtual prisoners in their homes at times of high traffic or when even one lane of the bridge is out of commission. So even though a third Bay Bridge Crossing at the current site will increase traffic where I live, I beg you to start the Bay Bridge expansion ASAP. The current traffic backlog CANNOT continue. The traffic problem caused by the need for increasing numbers of people to cross the Chesapeake Bay must be resolved immediately.
453	Start working on 2 additional crossings as well as third span added. The amount of people coming from Pennsylvania and Virginia is only going to increase. Pennsylvania people cross the bridge because going through other way results in a toll that's 6-7 times higher than the bridge here. A crossing is needed North and South of current bridge to alleviate congestion and accommodate future growth. Stop playing political games with my tax dollars and act now.
454	Building another span at the existing bridge location will do nothing to alleviate the traffic concerns. There is a reason there aren't three George Washington Bridges in the same spot in New York City. Having different access points is critical to improved traffic flow. Travelers need options so that when there is an accident on Route 50 at Bay Dale Drive and the congestion begins, they can make alternative plans to utilize a different crossing. It seems like everyone is focusing on the beach traffic when the reality is that Kent Island has become a commutable area to DC and Baltimore so those folks would certainly benefit from an alternate route that provides easier and faster access to either (or both) of those areas while also providing the added benefit of diverting a significant amount of cars from the existing span. The Broadneck Peninsula cannot accommodate the existing traffic, adding another span will compound the issue. Please consider a northern or southern option. Thank you.
455	There seems be be a significant errors in the studies conducted. as they appear to solely use the metric of vehicles crossing the bay bridge as their only criteria. The infrastructure of Rt 50 does not support additional traffic volume at the existing bridge location. Questions I would like answers to: 1. Who where the representatives from Talbot County QAC involved in the decision making process? These counties are disproportionately impacted by the existing traffic volume to and from the current bridge location. Residents of Talbot and QAC who work in Western Shore counties are negatively impacted on at least 4/7 days a week, and non work related travel is impossible east bound on Thursday/Friday and Saturday and impossible West bound on Saturday, Sunday and Monday. Residents cannot travel, even on local roads during peak travel days, which seems totally neglected in the studies. 2. How were the ADT numbers derived? The only figure that makes any sense and has any logic is the number assigned to Crossing 7, as its simple math to divide existing traffic volumes by the capacity of Option 7. To suggest that a bridge at corridor 11 would result in a net increase in bridge traffic at existing location isn't supported by any of the data in the report. It appears to be based on an incorrect modeling assumptions derived from erroneous or ill founded assumptions that fails to take in to account adjusted travel patterns with the advent of a viable alternative. Is also fails to take in to account the negative aspects of existing travel when passing through Cambridge, Trappe, Easton, and all the traffic signal choke points between Easton and the Outlets. 3. Please provide more detail as to how options 10-14 were excluded? It appears that the lack of suitability of 8, 9, 10, 13 and 14 have been used to totally disregard 11 and 12 and again there is no basis for the ADT figures. The study also considers the impact of accessibility to employment centers as a negative, I doubt the people of DoCo would agree. 4. Can you confirm that there were no instructional bias included in the assignment of the studies that steered the studies to release finding that favor crossing 7? AN Objective review of the report indicated that this may have been the case, as all the date is skewed to support/endorse what appears to be a pre-determined outcome. It certainly appears that the report was created to confirm a decision that has already been made, rather than objectively and accurately asses the viable alternatives.

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456	Implement a ferry/taxi system. Adding an additional lane does not eliminate an issue a lot of folks I know who refuse to drive across the bridge because of anxiety caused by fear of heights and vertigo.
457	To whom it may concern: I write to encourage you to adopt the 3rd-span option for expanding crossings of the Chesapeake, as opposed to the options that would build a second bridge. As a member of the Edgewater, MD, community, who would be particularly impacted by proposed option 8, as well as a Marylander concerned about the environmental and property value impacts of installing a new span and creating a separate corridor, instead of simply adding to the already-developed bridge corridor in option 7, I find the choice obvious. Regarding particularly option 8, the traffic load that would be redirected down the Mayo Peninsula, and the significant amount of road retrofitting, not to mention the destruction of habitat along 214 and in Beverly Triton Park and other natural reserves makes that an arduous option both economically and environmentally. Running a new bridge corridor through Mayo would destroy the fabric of the community. The placement of such a bridge, and its link across the Bay to St. Michael's (another beautiful and small community that would be destroyed by such a plan), makes no sense in terms of traffic patterns and would not provide any reasonably increased convenience over the installation of another span in the existing Bay Bridge corridor. I strongly encourage you not to select option 8, and to instead place a new span within the existing Bay Bridge corridor, when you convene. Thank you-- Sincerely, [Name Redacted] [Address Redacted]
458	We wholeheartedly agree with the draft assessment to build a new span of the Bay Bridge in the existing corridor along Rt 50 (if a new span is determined to be necessary). Any construction along the Pasadena or Mayo corridors would have have caused irreparable harm to those communities, not to mention the fact that those roads (many of which are 2 lane roads) would have been totally revamped, completely changing the existing character of those communities and costing Maryland considerably more in tax dollars. It was a ridiculous proposal from the beginning, and caused entire communities significant stress to even have had to consider their homes being impacted by entirely new highway systems carrying hundreds of thousands of cars through communities that have seen small vehicular travel up to now. And the impact to human lives and the environment would have been devastating as well. Please ensure that the the proposal to build along the current Rt 50 corridor is finalized. Thank you!
459	Hello, We absolutely agree with the draft assessment to build a new span of the Bay Bridge in the existing corridor along Rt 50 (if a new span is determined to be necessary). Any construction along the Pasadena or Mayo corridors would have caused irreparable harm to those communities, and made no sense. Pasedena and Mayo roads roads (many of which are 2 lane roads) would have to be totally revamped in order to be able to handle the amount of considerable traffic the bridge would cause. This would completely change the existing character of those communities and cost Maryland considerably tax dollars. It was a ridiculous proposal from the beginning, and caused entire communities significant stress to even have had to consider their homes being impacted by entirely new highway systems carrying hundreds of thousands of cars through communities that have seen small vehicular travel up to now. And the impact to human lives and the environment would have been devastating as well. Please ensure that the proposal to build along the current Rt 50 corridor is finalized. Thank you! [Name Redacted] Mayo Peninsula resident
460	My name is [Name Redacted]. I live at [Address Redacted], on the Broadneck Peninsula. And I represent the Broadneck Council of Communities. We stand at about 10,000 members. And before I came over this afternoon, I had a call from the vice president of the Broadneck Council. His name is Beau Braden. Nobody from the Cape came to testify last night or today, but Cape St. Claire represents about 8,000 members of the Broadneck Council, and they wanted you to know that they are fully in support of the position of the Broadneck Council to reject a third span of the Bay Bridge here on the Broadneck, so I think that's, that's important. Other organizations, I am a member of the BBRAG, I have been with the BBRAG for over 10 years. I'm also on the board of the Growth Action Network, and I am the representative from the Broadneck Peninsula for the county executives Plan 2040 re-write of the GDP. We had complete electricity failure on the Broadneck Peninsula over the last several hours, so I am having trouble reading this because I couldn't type it, so be patient. We testified last night on the selection of the Peninsula in the Tier 1 DES -- DEIS study. For the third span of the bridge that was selected by the MDTA, the third span will actually be a reality if replacement bridge is constructed for the two old bridges, as both bridges will remain while a new bridge is constructed, and only after completion of that new bridge, the third span, if that's what this DEIS is recommending, will we demolish the bridge, the old 52 model, and, and be replaced by the new span. The dates that were targeted

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	in the old LCCA study, it was recommended that in 2015, when that publish -- when that study was published, that we start right now and build a replacement for these old bridges, and nothing has happened. We, we are dealing with the DEI study. It was rich with information, but it's -- the information is 4-5 years old. We're in worse shape now than we were back in 2016, and in 2015 when the LCCA study was published. It was also recommended that funds be put towards the payment of a new bridge, not towards repair and maintenance to keep these old vintage bridges operational. The Broadneck recognizes, with the criteria of traffic through-put and costs, as prime evaluation criteria. Due to the fact that we have an existing highway, and a very narrow channel, our corridor can always be the number one selection, as long as the criteria for the evaluation is carefully written to support those two factors. If the Broadneck and the Kent Island residents are to be saved from the ongoing crush of traffic that comes particularly from the south for the new bridge, such as Calvert County, we are recommending that those people be saved from having to drive up to the Broadneck area and cross over, and then drive all the way back down south to the beach. How about reviewing a selection of alternates 11, 12 and 13 that is down south, and that's what several of my members are calling me to say, why haven't they looked at that? If you truly want to reduce traffic, keep it down South. Don't require people to go to the Broadneck Peninsula from the North and up from the South just to cross the bay. We have suffered enough. Give us back our weekends. Allow us to get to our communities and not be engulfed in beach traffic. Take our corridor, that is a corridor issue, 97 to the 301 split off the table, and truly consider reducing instead of demanding that beach traffic, beachgoers drive through our corridor just to get to their summer beaches. We just want to get home. Thank you.
461	My name is [Name Redacted]. I live at [Address Redacted]. I live two and a half miles west of the Bay Bridge. I am president of the Broadneck Council. I am Vice President of Growth Action Network, which is a countywide advocacy group. I represented the Broadneck Peninsula on our county executives, citizens advisory committee for Plan 2040, the GDP, and I'm also a member of the Chesapeake Bay Bridge reconstruction advisory group. I've lived in the peninsula for over 50 years and have shared the frustration of Broadneck residents who deal with congested Route 50 traffic, unable to reach their homes on summer weekends due to Eastbound beach traffic. In '07, the Broadneck council united leaders from local Broadneck communities to work with the MDTA with the hopes of improving the flow of traffic that are crossing to the Eastern Shore. Electronic tolling was implemented, but too many challenges have not been met as the MDTA makes their rules on management and operation of the Bay Bridges. The Broadneck Peninsula corridor was recently selected by the MDTA for the location of a third Bay Bridge. This alternative Number 7 was announced to the public in February with the publication of the NEPA Tier 1 draft DEIS study. The members of the Broadneck council and peninsula residents are opposed to this selection to add an additional crossing to the two spans already on site. The Broadneck corridor is a congested crush of weekend traffic during summer months, and it's forecasted by the MDTA by growing by 1 to 2 percent a year over the next 20 years. There are currently about 118,000 vehicles a day crossing the Bay during the summer months, summer weekend, from the Broadneck. To note, the target date for the appropriate life of the old 1952 span has been set at a couple of different target dates, but one in the DEIS Is 2040, the 20-year marker for replacement. This lifespan could be extended another 20 years, as we read in the LCCA report, but as stated in this 2015 report this would require that millions and millions of dollars be spent on repair and maintenance that should be directed to fund a replacement bridge. The Bay study covers 100 miles of land bordering Chesapeake Bay. Despite a goal of improving mobility over the current Broadneck crossing, it's impossible to acknowledge the fact that since the first bridge was built in '52, that in 70 years another acceptable crossing site could be located within this 100-mile corridor. Then the newer third span was built -- here we have another one, we've got two already, and now the third one on the Broadneck? We're facing a decision where to put this span, and we don't even know if it's going to be new or replacement. The direction is to add another span to this overcrowded beach corridor. The residents of the Broadneck Peninsula and Annapolis say enough. We are crushed with summer beach traffic, an old two-lane bridge that must be replaced, and we object to the decision. And finally, in order to direct traffic away from the corridor, changes were considered that must be reconsidered such as Calvert County in the North or above Pasaden -- I'm sorry, in the South and above Pasadena in the North. We want to keep our Sandy Point State Park, we want to keep our communities, and we want to keep our peninsula whole and not full of approach roads and ramps for a third Bay Bridge span.
462	I do not want a new bridge built at the end of Rt 214. I live off of Riva Rd, and cannot imagine the traffic increase that would occur with people using Riva Rd to get from Rt 50 to Rt 214. Multiple schools are on Rt 214 and turning that road into a highway would have a negative impact on students getting to school. Perhaps no additional bridge should be built. Let the bridge be the factor that limits development on the Eastern Shore and limits crowd sizes in Ocean City. Perhaps Ocean City rentals should not just start and end on Saturday and Sunday, but change over every day of the week. Have a revolving rental system so rental units change the day they start a rental every year, reducing any adverse impact on any one landlord.
463	The Broadneck Council of Communities has documented our objections to all of our elected officials in District #33-(State Government) and District #5-(County Government) for the selection of the NEPA Tier 1 Alternative #7-

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	Broadneck/Annapolis corridor,- for a 3rd Bay Bridge. This additional Bridge span should not even be considered due to the condition of the older 1952 and 1973 Bridge spans that must be replaced at a future date. According to the MDTA -2015 LCCA Study, the recommendations provided in this consultant's report on the Bay Bridge options were to "start now"--in 2015,-- to plan a replacement for the old 1952 and/or 1973 spans that they advised would cost more to maintain-- at the same time funds were needed to support the construction of replacement spans prior to 2065 when no further assurances of the viability of the older spans would be confirmed or considered in this report. The forecast traffic increases over the next 10-20-50-100 years are significant and must be continually validated. The Broadneck is already engulfed with toxic chemicals from vehicle emissions that saturate our Peninsula from the millions of vehicles that struggle to cross the Bay daily, weekly, all during the year with particular degradation of activity of our corridors on summer weekends. If a weather event occurs, the trucks are blocked from crossing the Bridge spans and are parked all over this Peninsula while waiting vehicles are stalled and/or slowing moving to cross the Bay. Adding another Bay span here-will not relieve our residents from the ill effects of expanding traffic backups that are seasonal impediments to any possible quality of life for residents during summer weekends with expectations that increased traffic will soon overwhelm our highways and Bridge spans year round. The only possible solution to this traffic nightmare is to select another location to draw vehicles away from AA County --either north or south of the current Broadneck location and/or plan for a replacement Bridge that will allow the old (ie:)1952 Bridge to be replaced with a wider span providing additional lanes to carry the increased as well as current traffic load over the Bay in future years. We are depending on Governor Hogan, the MDOT/MDTA/FHWA Authorities, to make the correct decision with regard to the safety, satisfaction, mobility, health and welfare of our Broadneck/Annapolis residents to secure their future in this County. Please safeguard this Peninsula from the adverse effects of a 3rd Bay Bridge span that must be located far from this current AAC location on the Broadneck. Additional crossings must be selected to provide protection for citizens who must travel both shores with the assurance that they will travel across well planned, modern, safe and adequate sized Bridge structures that should last for another hundred years.
464	The Broadneck Council of Communities represents over 10K residents of the Broadneck Peninsula who have lived and suffered through summer weekend East and West Bound straffic that causes 2-5 mile backups for beach travelers who are stacked up in long lines to cross the Bridges. Most dangerous to our residents is the level of pollution that engulfs this geography with toxic fumes emitted by the hundreds of thousands of vehicles that cross these Bridges every summer weekend. The traffic is forecast to increase by 1-2%/year therefore relief must be provided to this Rte #50/301 Peninsula by selecting a 3rd Bay crossing location down south in the Cambridge area of up north near Baltimore. The Broadneck has given enough with two Bay spans already drawing traffic from all over the western shore of Md. causing our watershed and properties to be infected by carcinogens from the 24 million vehicles/year that cross these Bridge spans. We reject the selection by the MDTA of this \Rte #50/301 corridor for a 3rd Bay Bridge span when there were 13 other locations selected for the possible location of another span. Three spans on the Broadneck Peninsula, at the Eastern evacuation route for the Capital of the Sate of Md, the USNA and NSA, all critical locations situated in this area...must be completely reevaluated. The BCC rejects this selection of our very important Rte #50/301 Eastern evacuation route to clear traffic from the Western Shore of AA County in case of attack and most certainly to relieve us of the effects from increased levels of lethal toxic fumes that cover our corridor during 365 days of the year but mostly now in summer months.
465	I am in favor of third crossing at sandy point, do it yesterday or as soon as possible !!!!!!!
466	Green line, Pasadena to the shore is absolutely INSANE! Have you ever sat in the already existing traffic? Not to mention when there's an accident... Anywhere but Pasadena!! Calvert Co. to Dorchester Co. is the best route.
467	As a Broadneck peninsula resident since 1984, I am begging you to pick another location for a bay bridge crossing! Our back roads in our area get totally clogged with traffic every summer weekend, making us prisoners in our home. These roads weren't designed for so much traffic. Route 50 was but apps that provide alternate routes push traffic onto our residential streets which were never meant to hold the volume of traffic that we get now. Also, as we have seen many times, mentally ill people attempting suicide on the bay bridge, police activity, and accidents shut everything down in our area, sometimes all day long. Wouldn't a bay crossing at a different location be the intelligent choice in case of a terror attack or infrastructure mishap to offer another way to cross over? Please don't pile more traffic onto my neighborhood of Cape St Claire!
468	It may be that the best decision is to just keep proper maintenance on the current bridges. More bridges will lead to more development on the Eastern Shore which will soon overwhelm the new lanes and cause worse congestion near the bridges. The current bridges are congested for about 15 to 20 weekends a year. The rest of the time they are adequate. A better solution is to encourage the resorts on the Eastern Shore to stagger their check-in days during the busy summer schedule.

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469	Do not build! Find a better solution.
470	As to Annapolis and Chesapeake Bay: Do not build a new bridge! Find a better solution. You rejected the Red Line for Baltimore. Yet you approved the Purple Line for PG County, DC Metro. Please explain your reasoning.
471	A new bridge is necessary and should not be delayed. The Broadneck peninsula is overly taxed and congested and this should be resolved.
472	I am very interested in being able to cycle from Annapolis to the Eastern Shore. Although I live in Silver Spring, I have friends in Annapolis and would love to be able to cross the bay on a bike.
473	Make another span at the current location. The traffic is horrendous.
474	If you have ever been on route 2 during rush hour, you would see it can back up all the way to the harbor center. Adding a bridge would just cause more congestion.
475	Please do not allow any further consideration for The Broadneck Peninsula. We already bare a heavy burden due to the current bridges. To add anything additional would be a detriment to the area.
476	[Name Redacted], [Address Redacted], and I live in [Address Redacted]. I don't really have a statement because all these people here have just about covered everything. My thing was, the way the governor sounds, he wants the third span coming onto Kent Island. If they're going to do that -- I don't know if you're familiar with Washington, D.C., but they got what they call the K Street Freeway, it goes over roads. Why couldn't they have, if you're going to have another bridge, specify just going across to Ocean City. You can't get off once you get in that lane, you're going. We had a head-on collision on the Westbound. Four people were injured because that's the most dangerous thing we do, is have two-way traffic on that Westbound. And like I'm saying, if you're going to put the bridge there, you've got the median so you don't have to buy new land, why don't you build a ramp up and go over Kent Island, and you could -- I don't know; cost efficient, it probably wouldn't be worth it, but it would be something engineering could think about if you're going to pass having a third span there. Thank you.
477	The MDTA and authorities have barely scratched the surface of what kinds of investigation should be conducted to establish the next steps for additional crossings. I am a long-time resident - 39 years - of Kent County Maryland - I implore you to find an alternative to the 3rd span of the bridge and to most definitely avoid putting a span over Eastern Neck Island and Rock Hall, Maryland. - The 1 paragraph study of public transportation options is by far the most equitable, inclusive option that could be made available to every Marylander and protect the fragile eco / environmental system of the bay. It is incredulous that Maryland lawmakers think that only those who can afford an easy pass, internet to get the easy pass, a car, gas, etc can cross the bridge. Make it accessible to everyone with affordable public transportation - like high-speed rail. - We have spent 25 years cleaning up the bay - and now you are going to pollute again. Have you ever stood at the south end of Eastern Neck Is Refuge? No, I doubt it. Because if you have, you would know that the noise is unbearable. Why has the DNR not addressed noise pollution? What is the point of protecting endangered bird and other wildlife if a bridge goes straight over their habitat. - In 1967, the remaining inhabitants were removed from Eastern Neck Is Refuge - The refuge is the most valuable resource to the population of Rock Hall and its environs of about 3 - 7000 (in the summer). The irony that the state would consider building a bridge straight over a refuge that where citizens were forcibly removed to create a sanctuary is unbelievable? There are some of us who remember and knew those who were born on the island that has suffered substantial erosion and deterioration of habitat. I wonder what a bridge going over this island will do not only to the populations of wildlife it is designed to provide refuge - but what about the humans who enjoy the refuge as a park and sanctuary? - Then there is a declining population? There will be 500K fewer young people until 2024 (for 3 years now). .... The pandemic accelerated what we already knew was coming. - There is a huge human toll on Queen Annes and Kent Counties and its citizens. Talbot County and Easton are cut in half on Fridays - all so weekenders can reach the beach. There has to be a better way. None of us can move on Fridays and we have to plan our lives around visitors to the shore. These visitors typically come from the DC area. We cannot get to our bank branch. Then there is the issue of service on the eastern shore - all reduced by the state and UMMS? What's next? - Ferry systems could be managed to address specific growth, seaside resorts, employment of youth for service and provide incredibly adventure and experiences in the summer months. Some could be marketed as cruise and daytime excursions. If Long Island NY can do it - so can we. You need to serve Marylanders - on the Eastern Shore and on the Western Shore. You need to think before you spend huge sums of money and expense on a bridge that could take decades to build and be outdated (like the PA

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	Blue route 476) before it is even completed. You need to think about the incredible toll on the environment - you will be dead but your kids and grandchildren will have to deal with this mess. You need to think about equity, justice, inclusion, and diversity as you decide on the transportation of the future. I hope that you will consider my plea to study alternatives before you build another bridge.
478	You need to do more research and work and find an alternative. Do not build a span over Rock Hall and Eastern Neck Is Refuge. You will destroy the refuge, the habitat and the environment. The additional span is selfish and does not consider the fragile ecosystem on the eastern shore and its citizens. I own a business and have paid 20+ years of both property and income taxes to the state of Maryland. I hope that my voice will be heard.
479	I live in Annapolis, and I am against any new Bay Bridge span. The disruption to our lives and to the environment would be significant from building the span and from the new traffic it would bring. Moreover, the span is not necessary. There is rarely a significant wait to cross the Bridge except at peak weekend travel hours on Friday evening and Sunday evening in the summer. The expense of a new Bridge and disruption to the environment and lives of local residents are not worth the marginal benefit of slightly shorter waits for beach travelers 30 days per year. [Name Redacted] [Address Redacted]
480	New bridge should be moved up closer to Baltimore and cut into 301 further north. There is too much congestion on Rt 2 and Rt 50 already to put another span in the same location. If adding to the same area, it will mean expanding all of the roadways leading to the bridge.
481	All, I am a 9 year resident of Chester on Kent Island. Traffic on late spring and summer weekends has increased dramatically and has affected the quality of life for Kent Island, Grasonville residents. Not to mention the difficulty of emergency services driving to calls on peak traffic times Saturdays and Sundays. Some businesses shut down due to extreme congestion on Route 18, Main Street, with travelers thinking that is a faster route West. It is NOT. Eastbound rush hour traffic continues to increase as well. Many new homes are being built and occupied on the Delmarva Peninsula. Telecommuting brought on by the pandemic will have a limited impact. The recent westbound lane repair had untenable traffic tie ups daily. Schools were disrupted and commerce suffered. Gov Hogan was furious. And he deftly fixed that specific problem by removing toll booths, eliminating holiday breaks in the work and going at it 24/7. With some inconveniences he got it done quickly. I must honestly wonder what, in that specific circumstance, was MDOT doing? Officials of MDOT and MTA have not been very responsive to the plight of the affected residents. Obviously, at some near point, travel to the Delmarva Peninsula will be made too difficult for commerce and even vacationers. This buildup in congestion. cannot continue. The last bay bridge was built in 1973. It seems impossible to comprehend that no additional lanes have been offered in now 48 years!! Let's not beat an old and lame horse here. We need a new bay crossing NOW. The most expedient and most effective crossing is the current location. It has the most infrastructure available and simply needs a serious increase in capacity. The multitudes of studies have no logical value at this point. Please complete them posthaste. LET's GET IT GOING. [Name Redacted] [Phone Number Redacted]
482	There has been 48 years of growth on the Eastern and Western shores of Maryland since the last Chesapeake Bay Bridge was built in 1973. That alone justifies adding another significant bay crossing. I live in Chester, MD on Kent Island and over the last 9 years there has been a visible increase in daily and, specifically, summer weekend traffic. The Middletown DE bypass alone has sent many new drivers from New York, New Jersey and Pennsylvania. There is a visible growth in commutes to the shore, particularly Sussex County, DE. However that simply does not remotely speak to the traffic increased commerce has created. The increasing backups that affect the quality of life on the Broadneck Peninsula and Kent Island/Gradonville/Queenstown cannot continue. The removal of the tolls has helped. However....whatever decrease in traffic resulting from the COVID-19 pandemic is over and done. And more residents are arriving via telework. IT IS PAST TIME TO BUILD ANOTHER BAY CROSSING. SO BUILD IT. Pick the most expedient location and BUILD IT. Shorten the myriad of studies, tiers, etc and BUILD IT.

#	COMMENTS
	Find the funds, raise the tolls; just BUILD IT. Respectfully, [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
483	As a resident of Kent Island I clearly have some bias in my opinion. But I have tried to remove that bias in explaining below: Considering the options, I understand why building a 3rd bridge span adjacent to the existing two spans (option 7, between Sandy Point and Kent Island) is appealing. Financially, it is likely cheaper since the core highway infrastructure is basically already in place on both sides and therefore require less overall upgrades compared to the alternatives. And while the communities on both sides of the alternatives (options 6 & 8) are clearly opposed to the increased thru traffic they would experience, the same can be said for option 7. There are two primary benefits of selecting option 6 or 8, one of which clearly seems to be on peoples minds, but the other isn't discussed often. Primarily, yes building a 3rd span, where ever it will be, will allow for increased traffic volume to flow between the shores. That can be generically said for option 6, 7 or 8. What option 6 or 8 bring to the table isn't just that it moves the expected increases in future traffic away from Sandy Point-Kent Island, but it also gives the traffic an alternative route for contingencies when issues arise not only on a bridge, but along one of the approaching corridors. An easy example is the incident that happened on May 8th, on Route 50 near Chester, MD, where a police incident caused a full highway shutdown in both directions. This incident, occurring away from the bridge but on the supporting highway caused major backups on both sides of the bay. The only option was to reroute traffic to side roads on Kent Island, and ultimately led to major traffic issues for over 12 hours and more or less a complete community shutdown. Adding a 3rd span to Option 7 will have difficulty fixing this issue. Even if you considered installing thru lanes that take bridge traffic straight to the 301 split, it wouldn't have mattered as police had to shutdown all route 50 lanes. Alternatively, by implementing option 6 or 8, traffic can be naturally diverted to an entirely different area, balancing the load automatically. That is key to considering what option 6 & 8 can offer, that option 7 cannot - a new traffic pathway that offers a dynamic option for both minor and significant traffic incidents. Option 7 is the easier but lazier choice for the state to select. Option 7 doesn't address the core issue outlined above.
484	Please consider a way to connect the north with the south of Kent Island for our walking and bike trails. We live in a beautiful place for a reason. With 50 traffic we sometimes are unable to enjoy all our natural resources because we can not get to them safely. Please put in some pedestrian bridges so we can bike or walk to the parks and beaches. Secondly, please make a fast lane so there is no way for them to get off the highway until they get off Kent Island and they do not back up traffic on the island.
485	I believe before we spend this amount of money, that you co sided other options. As I understand the need for better traffic flow and less congestion, I also believe that traffic and co gestión is a part of life. You will never be able to completely solve it. By the time you complete this project, traffic will already be doubled or tripled and we will be in the same predicament. By the way, has anyone checked out the conditions of the roads in Baltimore? Perhaps if you merge onto 295 from 95 going towards Washington, you may notice the amount of ridiculously large potholes. Also, has anyone merged onto 83 from President Street and vice versa? The next time you day, pay attention to the number of times you have to dodge potholes. Lastly, has anyone driven on Boston Street towards 95? I feel like I'm driving in a pinball machine. The number of potholes and poorly previously repaired potholes are too many to count. Maybe consider fixing up the cities (all cities and not just Baltimore) road infrastructures before spending billions on a new bridge...a new bridge that already exists.
486	Why not divert the traffic and create a bridge from 702 to the Eastern shore? We need another route completely away from Annapolis.
487	April 7th, 2021 [Names Redacted] The University of Arizona Environment and Natural Resources 2 1064 East Lowell Street Tucson, AZ 85721 Jeanette Mar, Environmental Manager George H. Fallon Federal Building Federal Highway Administration 31 Hopkins Plaza, Suite 1520

#	COMMENTS
	Baltimore, MD 21201 Dear Ms. Mar, We are students enrolled in a Natural Resources Policy and Law course at the University of Arizona and we all have heavily studied The National Environmental Policy Act. We have reviewed the Draft Environmental Statement (DEIS) for the proposed Chesapeake Bay Crossing in Maryland and would like to provide comments and concerns. The people of the District of Columbia rely on the quality and quantity of water provided by the Chesapeake Bay watershed which has significant environmental resources and is a major resource for the continuation of human prosperity in the area. The Chesapeake Bay is the largest estuary in the U.S. supporting a myriad of wildlife, recreational activities, and is important to the fisheries industry which makes it vital to Maryland's growth and economy for future generations. Alternatives under review are (1) No action, (2) using Modal and operational alternatives (MOAs), (3) 14 corridor alternatives. The preferred alternative is Alternative 7, which follows the existing road network along US 50/301 from west of the Severn River on the Western Shore to US 50/301 split on the Eastern Shore; includes the location of the existing Bay Bridge. However, we generally believe that your proposed DEIS for the Chesapeake Bay Crossing is sufficient and that the preferred alternative is the best suited to minimally affect the environment while trying to mitigate the heavy traffic pressure forced through the Bay Bridge. Thus, we have all come to the same agreement as Corridor 7 is the MDTA-Recommended Preferred Corridor Alternative, but we do have a few concerns that we would like to bring to your attention before groundbreaking on Corridor 7. Although there are tables, charts, and data for each analysis of the corridors, the scoping period seems to narrow as they seem to be lacking detailed field assessments. With no detailed field assessments, we expect there to be undiscovered environmental components that possibly cannot be visualized and interpreted by the computer. We feel that you are further following the pattern of analyzing your particular interests and not the entire whole to the potential project. We gathered information from the National Preservation Institute regarding Environmental Impact Statements and we feel that the DEIS " reflects the expertise of the consulting firm that prepares it as much as or more than it does the actual environmental issues of real concern" (NPI, 2021). Thus, without physically assessing the environment for the proposed corridor, there is no certainty in whether all connected factors and potential impacts are considered or even realized. Additional gaps and issues that we have analyzed include an unorthodox tiered assessment that may lead to errors (15). A Tier 1 assessment has already established a "best" alternative; alternative 7, which may not be an adequate evaluation especially when a 2nd tier is recommended (15). The preferred alternative 7 seems to have already been chosen and chosen solely on past data, economic efficiency, and travel times rather than environmental impacts (14). We request your comments on each gap and issue established above. We thank you for your time and consideration of the concerns regarding the Chesapeake Bay Crossing Study DEIS and we the student of the Natural Resources Policy and Law course at the University of Arizona firmly believe the tiered assessment may lead to additional oversights and it is best to proceed to the second Tier of the evaluation to ensure minimal environmental impacts. We believe current data is necessary to ensure alternative 7 is the best possible alternative for this significant habitat. Sincerely, [Names Redacted]
488	Erecting a span from Mayo to the Eastern shore (Corridor 8) makes sense, this will give DC and southern Maryland residents a better option to travel to the eastern shore and elevate some congestion from RT50 for both Annapolis and Kent Island. With the population on Kent Island growing (Have you seen the housing/building going on there?) and RT50 being the ONLY main road through the island it would greatly help first responders if some of the traffic was diverted from the island by putting the 3rd span elsewhere. Through the politics out the window and do what makes sense for once. You will never please everyone no matter what you do but why make the traffic on a already small island worse, why not try and make it better! • Sincerely, • [Name Redacted] • [Address Redacted]
489	I request that any new bridge or any renovation/replacement of the existing bridges include a separated lane for bicycles and pedestrians, as has been included in bridges of similar length. Such a lane is not only in line with MDOT's complete streets policy, but it would also allow easier access for cyclists and tourists to the scenic eastern shore and support local economy.
490	I wholeheartedly support the new bay crossing at the current location of the bay bridge. It is my opinion that is the only way that you can be guaranteed that the volume of traffic crossing can be monitored and controlled. Otherwise, you don't know how many people would utilize a different span therefore cutting down on bridge volume would be an unknown.

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	It also would be the best cost option. Though I am not basing my opinion on that at all. I am only considering the time that it takes for me to cross the bridge. Though by the time it would be completed, I probably won't be living at the same location
491	I support the "No Build" alternative at Corridor 7 for many reasons. Construction will destroy thousands of acres of 1) wetlands designated as "critical" for the survival of wildlife species, 2) forest supporting wildlife, and 3) buffers against shore erosion critical to combatting rising sea levels, severe storms, hurricanes, and wakes generated by powered boats These endangered areas surround and extend from the Severn River Bridge, through the Broadneck Peninsula, Sandy Point and Terrapin Parks, Kent Narrows, and beyond to Queenstown. Further, the proposed route will ruin the historical towns of Stevensville and Queenstown, along with Kent Island. On the Western Shore, the route threatens structures such as the Sandy Point Farmhouse Mansion on the Broadneck Peninsula. These points of interest and other landmarks enhance the beauty of the areas and tourism, which boosts local businesses. Construction will not solve problems with congested traffic. Historically, whenever more structures are built to access desirable destinations, more people use it. Increased use causes increased congestion. Along those lines, more traffic brings more population. Clearly, development of semi- and rural areas on the Eastern Shore exploded following the opening of the second Bay Bridge. No doubt a third span and road expansion will spread urban sprawl to the Shore. Eventually, this sprawl will impair the quality of lifestyle for residents, and vacation spots for tourists. Additionally, the Tier 1 Draft Environmental Impact Study ("the DEIS") lacks accurate data for a few reasons. First, the DEIS excluded statistics reflecting the drastic effect of the coronavirus pandemic and other economic crises. As a daily commuter from Kent Island to the Western Shore for almost 20 years, I have witnessed significant dips in traffic, beginning with the recession in 2009. And since last March, both east- and westbound traffic dropped by one-half or more - even on Mondays following a beach or holiday weekend. In part, this drop is due to ongoing migrations throughout the Mid-Atlantic resulting from the coronavirus, which will continue to skew demographical data. Further, the pandemic has made telework a viable option for many commuters on both Shores – permanently. And due to the unique nature of this Bay Bridge and surrounding areas, traffic volume and patterns will continue to fluctuate. So too the DEIS failed to address how westbound traffic flows smoother and faster because of recent structural improvements. To name a few, the MDTA has added lanes to the Severn River Bridge, removed toll booths, and extended the merging lane off the Sandy Point exit ramp. Reconstructive improvements along Route 50 and near the Bridge continue to improve the flow of traffic. Finally, the DEIS glosses over the millions of dollars and time needed for a Tier 2 Study and construction of a third route. The Study minimizes how this massive project will clog traffic throughout the Annapolis, Kent Island, Grasonville, and Queenstown areas for years.
492	I think that for the safety of all drivers now and in the future, the best crossing would be a bridge-tunnel. The main reason is due to the frequent high wind conditions on the existing bridge and the height of it increase the danger of serious accidents on the bridges. By building a new bridge-tunnel, it will enable most of the bridge to be much closer to the surface of the bay, the tunnels could be constructed to include parking areas for use by fishermen and tourists that would like to fish or enjoy the view of the bay and the passing ships and boats. The existing Chesapeake Bridge-Tunnel has these and they are popular and could provide additional revenue.
493	The need for an alternative crossing is long overdue. Many accidents and fatalities have occurred over the past years of study and so far, its still just a study. I believe that the best path ahead would be to build a bridge-tunnel that will be constructed near the existing bridge while it is being constructed. It should be at least six lanes running in each direction and have tunnels where the shipping channels exist. The bridge could be run perhaps 100 feet above the surface of the bay to allow easy access for smaller craft to easily navigate near the bridge. This would be constructed similar to the Chesapeake Bay Bridge-Tunnel that has existed between Cape Charles and Virginia Beach. The constant issue of restricting vehicle travel during high wind conditions will be greatly reduced due to the elimination of high bridges.
494	The Tier 1 NEPA study has not considered any analysis concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. The study did not indicate whether the proposed bridge would be a replacement bridge, or a parallel and additional bridge. The criteria presented in developing the objectives of the long-term impact of selecting the existing corridor in the Purpose and Need Statement have not been sufficiently developed to execute a FEIS/ROD and exclude all other corridors. A study of all the costs of the approach road corridors on either side of the potential crossing sites is needed. These important roadways/highways that feed traffic to and from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in the NEPA DEIS Report. Another alternative may be the most logical, least

#	COMMENTS
	disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. No consideration was given an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason.
495	Please be sure to include a large wide separated path for walking, running, bikes, scooters, e bikes, evokes with trailers with sound wind and noise barriers and walls similar to the Woodrow Wilson bridge connecting national harbor and Alexandria Virginia. There is no doubt based on similar types of bridges that active transportation users will use the bridge.
496	I am writing from Pleasant Plains Annapolis to vehemently reject the proposal to add a 3rd span to the Bay Bridge. Our area is already suffering from Bridge congestion and adding to it will cause many to leave the area. [Name Redacted]
497	There has got to be another point of entry to the Eastern shore besides the existing Route 50 corridor. I live on the Eastern Shore in Grasonville and commute to Montgomery county during the week usually without incident since I leave at 420am. My return to the Eastern Shore on Route 50 is typically 30 minutes longer and up to 1-1.5hours longer Thurs and Fri due to beach travel. It is evident that another crossing is needed, however putting another crossing where the existing one is would only increase significant congestion to the residents of Queen Anne's county who are already held hostage to there homes on the weekends and many times unable to go about grocery shopping or errands due to the already heavy congestion. Impacts like today 5/8/2021 where rt 50 is closed in both directions due to police activity in Chester further give a perfect example as to why placing a bridge at another crossing would be optimal.
498	Hello, My name is [Name Redacted] and I have lived on Kent Island for 18 years. I work in Baltimore and my husband works in Arnold. I a writing this email in concern of increasing traffic to Kent Island. Traffic has been a problem for many years and knew that when we moved here from Annapolis. We are gridlocked on weekends and can't go far from home. Kent Island is currently going through a housing boom with new homes being built. I am afraid if we add more traffic we will implode. I have a suggestion but I don't know if it is plausible. If a new span is built coming through Kent Island, can we have a bypass? I think of the lane that bypasses the city of Alexandria, VA. Lanes for locals and lanes to bypass. I hope there's a good option so we things don't get worse. Thank you, [Name Redacted] Get Outlook for Android
499	I have lived in Annapolis for 50 years. Before the second span of the Bay Bridge was finished all I heard is that we need a third. It also was obvious that it should be south around Solomons. If we are stupid enough to put a third span the next thing we will be told is that we need another Severn River bridge. Just how much traffic can Route50 take. I would suggest you take a ride some Friday about 5 PM To the Easternshore. Not only cannot you go anywhere in Annapolis but the residents of KentIsland are all prisoners in Their homes along with us.
500	Build two more lane spans away from the old bridge, a new bridge near the old Bridge will not alleviate traffic, it will get worse, not enough lanes! And you bridge people need to start putting shoulders on bridges with the lanes for emergency vehicles to get where they need to be
501	Would you better explain what the statement below means? What existing infrastructure are you referring to? Where exactly will the bridge and approaches in corridor 7 begin and end? Has the impact of substantially increasing traffic in this rural area been considered or is that another study? The St. Michaels/Talbot County area does not currently have the infrastructure, in my opinion, to accommodate this increase in traffic without negative substantial impact on the area. “The lower end of the cost estimate for Corridor 7, which assumed primarily utilizing existing infrastructure, would be the lowest of all three corridors. This indicated that cost savings could be achieved from utilizing the existing US 50/301 approach roadways in Corridor 7.”
502	While it is clear from the existing traffic overload/delays of routes 50/301 across the Bay Bridge necessitates alternatives, adding lanes and bridge spans in the Rt 97/50 area will result in increased congested sprawl. Alternative routes to the Eastern shore would distribute the growing burden while providing increased economic opportunities in other regions and giving commuters options and potentially less stressful commutes. Please conduct a thorough Purpose/Needs Study to determine the best solution for Maryland.
503	I hope the new bridge will have a safe lane for bicycles and pedestrians to finally have access to the eastern shore. Maryland scores badly on bicycle and pedestrian access.
504	I don't believe it would be beneficial. There should be another location to divert some of the traffic(Mayo, Centreville).

#	COMMENTS
505	I live on Kent Island. I agree that we need a new bridge. I don't think it should be here. I think we need to spread out the traffic. I think it should be at a southern location from the current bridges. That way people in southern Anne Arundel County and Calvert County will have a shorter way to get to the Eastern Shore. Thanks!
506	Thank you for the opportunity to comment on this critical decision. While I am sure careful consideration has been given to this crossing selection adding more traffic to an already overburdened Annapolis area traffic situation appears unreasonable. Current traffic congestion when there are no incidents can barely be managed by the Route 50 lanes and use by many of the surface "backroads" impacting local communities and businesses when local residents cannot "get to" downtown Annapolis due to the traffic. Redirection of additional northern traffic to/from Baltimore from the Pasadena area would at least redirect those heading to/from Baltimore and points west in Maryland away from this area. Coupled with increasing the traffic burden on the Kent Island residents and local business seems to be appear also to be impacted negatively with an additional Bay Bridge crossing in the same area. Residents on both the Eastern and Western shores here already receive the impact of the traffic on a daily basis impacting our quality of life. Why not move the crossing north to lessen the impact to our local residents already being crushed by the congestion?
507	The residents of Broadneck and Kent Island have suffered enough. In the 30 years I have owned a home near the Bay Bridge traffic has increased exponentially. There are times I can't even get home! Adding to the existing bridge will only bring more traffic and backups will continue to destroy our property values, not to mention the quality of our lives. Adding to the Bay Bridge will only compound the problem. Put a new crossing somewhere else. South makes the most sense - it will draw Virginia drivers from the beltway and deposit them on the Eastern Shore closer to Ocean City. We are all beaten down by the traffic and how it effects our lives. Send the additonal traffic somewhere else. Spread the traffic related everyday life upheavals to somewhere else. DON'T DUMP ALL THE TRAFFIC IN ONE PLACE. You know, and we all know, from experience, that in 5 years the new crossing will be too congested and you will have to build a new bridge in a different location once again. Save us and yourselves the headache and build a new crossing in a new locaion now!
508	DON'T DO IT! Although I am positive additional accommodations are required for vacationers who wish to travel safely from Western Maryland to Ocean City, Maryland-we residents of the Eastern shore shouldn't be the one's paying the price. As is traffic is a nightmare for us. These vacation people are everywhere. The traffic has made it so I don't want to attend my Sunday Congregation if it meets in Easton. I made my children get a job in Centreville because I refuse to go anywhere near their former employment at Lowes or Target, because traffic is so dreadful on the weekends in the summer. All of the studies that I have head only speak of the dolphins or costs associated with Bridge expansion. You need to think of us residents who live here. We pay taxes to use these roads here in our community, and the heavy traffic prevents us from being able to do that or enjoy our own communities during the summer.
509	I am writing in support of additional (2) bridges at the current site of the existing bridge(s). The traffic is HORRIBLE, not to mention stressful trying to get home from Western side to Eastern Shore after a hard day at work (working for local government every day, even during the pandemic). What is most infuriating is when traffic at 3:30-4pm during the week comes to a complete STOP east bound, backing up 5+ miles, many times for no related reason, and very often because the state workers are in bunches of 8-10 together moving 1 barrel at a time to open up the 3rd lane or frequently just standing in bunches doing nothing (are you kidding me). This is ridiculous and I feel they do it on purpose. What happened to the electronic gate that was supposed to be implemented? You have to do something to eliminate this mess going east bound year round, not only during the summer months. It is sad tho that living on Kent Island you can't travel anywhere via Rt. 50 or the side roads because of beach travel on the weekends during the summer. Traffic crams up our side streets and we can not go anywhere or if we do it takes forever to fight the traffic to get back home. PLEASE-PLEASE-PLEASE add another bridge eastbound and westbound close to the existing bridges. Save My/Our Sanity and help me/us get home to my/our family at a reasonable time and in a safe manner. Thank you for your consideration. Stay Safe! [Name Redacted]
510	Bay Bridge Draft Environment Impact Statement (Tier 1 Study) Comments by [Names Redacted] The Executive Summary of the Draft Tier 1 Study acknowledges “[t]here would likely be negative consequences with wide-ranging effects if this primary link between the Eastern Shore and the Baltimore and Washington

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	Metropolitan Areas were to become seriously degraded or unavailable due to safety or performance issues." Exec. Summ. 1. Thus, the Tier 1 study recognizes the serious risk of putting another crossing in the same location. Should all 3 crossings be damaged or become unsafe, e.g., as the result of an accident or natural disaster, the effect would be "wide-ranging." The recommendation to locate another bridge at thie same location should be rejected as requiring the expenditure of large sums to erect a structure that provides no crossing at an alternative location, presenting an unacceptable risk to the Baltimore and Washington DC Metropolitan areas Although the Executive Summary states the purpose of the study "is to consider corridors for providing additional capacity and access across the Chesapeake Bay in order to improve mobility, travel reliability, and safety at the existing Bay Bridge," (Exec. Summ. 2) only 3 corridors, all closely located to the current twin span, were seriously considered – the others were dismissed out of hand. For most of the corridors, the Draft Tier 1 Study simply states the corridor "would not draw enough traffic to relieve traffic congestion on the Bay Bridge relative to existing conditions and therefor would not meet the need of providing adequate capacity." See Tier 1 Study, Table 3.9. Notwithstanding the Tier 1 Study's assertion that a Phase 1 and Phase 2 traffic study was conducted (The BCS Traffic Analysis Technical Report), with the Phase 2 analysis considering corridors 5 through 9 in more detail, the BCS Traffic Analysis Report states it considered only corridors 6, 7, and 8. See BCS Traffic Analysis Technical Report § 2. There is little, if any, analysis of corridors 1–4 and 10–14. The recommendation of corridor 7 with 5-7 new lanes (Tier 1 Study §5.2 at 5.5) is particularly flawed. The Tier 1 study acknowledges that "Neighborhoods in the vicinity of US 50/301 have generally been developed to the north or south of the highway, often separated by a commercial area or wooded buffers," but states "new capacity in Corridor 7 could avoid bisecting existing residential neighborhoods; impacts would likely be primarily along the periphery of residential areas." Nevertheless, additional traffic directed to corridor 7 would further flood the roads on the Broadneck peninsula and Annapolis areas with additional traffic. These areas are already overburdened. Further intensification of traffic in those areas would significantly harm the quality of life and the environment and could result in massive traffic backups on such roads as the Severn River Bridge, MD 2, College Pkwy, St. Margaret's Road, MD 648, Rowe Blvd, and I-97, as well asroads on Kent Island, including MD 18 and the Kent Narrows Bridge connecting Kent Island to the Eastern shore. These roads are already heavily overburdened and would be difficult to expand. Any disruption, such as a serious accident, results in traffic seeking alternative routes through local neighborhoods, endangering citizens and children and potentially preventing life-saving emergency services from accessing their constituents. The Tier 1 study's analysis of the effects of concentrating more traffic in the areas impacted by concentrating even more traffic into the current corridor, to the extent there is any such analysis at all, is inadequate. The Draft Tier 1 Study should be rejected, at least for that inadequacy. Current traffic counts and related projections provide little informational data. The goal must be to divert traffic from the current crossing by changing the traffic patterns. Traffic from the north (or headed north from the shore) should be encouraged to travel land routes through Delaware. Travel to and from southern and western points on the Western shore should be directed to a southern crossing. The use of northern and southern routes would solve the bottleneck at the current crossing and address the disadvantages of having all the crossing in one place. The BCS Traffic Analysis assumes traffic diversion would take place at the junction of US 50 and US 301 (another indication that the study considered only corridors 6, 7, and 8). See, BCS Traffic Analysis Study § 3.4.5, p. 14. That assumption drives much of the analysis leading to the conclusion that other corridors would not attract sufficient traffic to relive the backups on the current twin spans. A Southern crossing, e.g., Corridor 12, could divert significant amounts of traffic from Washington DC, northern Virginia, southern PG county, Calvert County, and St. Mary's County long before the junction of US 50 and US 301. To reach a southern crossing, traffic from those jurisdictions would have no reason to travel north and east to the junction of US 50 and US 301. Expandable Infrastructure, such as MD 2, MD 4 and MD 5 on the Western shore and MD 16 on the Eastern shore already exists to accommodate a southern crossing. Those heading to shore destinations would rejoin US 50 near Cambridge and be well on their way to shore attractions. Such a crossing would provide business traffic an alternative to traveling north to US 50 to cross the Bay. Traffic from Harford County, Cecil County, northern Baltimore County, Eastern and Central Pennsylvania and New Jersey could be encouraged to travel to and from the Eastern shore through Delaware. One way to encourage traffic to route to Delaware or a southern crossing is to implement surge pricing for crossing at the current location. For example, during peak traffic times, either based on a schedule or on traffic volume, tolls would be increased substantially, (e.g. $25–$50 each way for passenger cars, more for commercial traffic) to encourage use of the norther an southern routes. An additional option is to prohibit commercial traffic during defined peak hours, except for registered local businesses. Traffic management technologies that implement these features are already in use in the Washington DC area, so no new technology needs to be developed. In short, the Draft Tier 1 Study is inadequate because it failed to adhere to proper scientific principles and to analyze each of the options thoroughly. The study appears to be an attempt to justify a foregone conclusion to build

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	a third crossing at the existing Chesapeake Bay Bridge, regardless of the impact it has on the citizens living in the communities of Annapolis and Broadneck peninsula. Submitted: May 8, 2021
511	No build, electronic tolls, is the best way to go. Possibly improve the ramps to/from the bridge to improve traffic flow.
512	This is a project that should be dead in the water. The COVID pandemic has laid bare all of the issues we have in the state of Maryland. Racial inequities, lack of infrastructure (especially in our cities) and a prison population that is among the highest % black anywhere in the US. This project is a slap in the face to every resident of this state and is especially offensive to those who need help so desperately. Please stop this charade and invest in the people who need investment most.
513	Hi, I'm [Name Redacted]. I live -- [Name Redacted]. I live at [Address Redacted]. I'm on Kent Island. What else? I am going to go complete opposite of the last gentleman. Emergency vehicles cannot move during summer at all on any of our side roads. God forbid there's an emergency. They could walk faster to a hospital. Yesterday, it was an accident on the bridge, took me an hour and a half to get home. That's fine; however, emergency vehicles are trying to come down on Main Street, they can't move. I'm three and a half miles away from the bridge. All of Kent Island is at a standstill, complete standstill, on Saturdays and Sundays during the summer months. Our infrastructure doesn't have enough to hold the summer traffic. I would love for any of you higher ups, as well as Governor Hogan, and the higher ups in government to come and spend a weekend on the island and try to move on Saturday and Sunday during the summer months, and then see if that's the right way to go. I think Number 2 and 13 would be great, have a lot less water to go over so less money to build the bridges. And piggybacking on the first gentleman, that spoke the Number 13, I believe, 12 and 13 could add more funds and employment down to the Southern end of Maryland. Thanks.
514	https://patch.com/maryland/annapolis/new-bay-bridge-crossing-site-proposed-md-officials Corridor 8 through the Mayo peninsula should be absolutely shut down. The peninsula is surrounded by critical areas and is already overly congested with little to no room to expand 214, which runs through established neighborhoods. The output of this span going into or through St. Michaels is right into another choke point. The fact that this is even an option to waste time and energy in proposing is ridiculous. [Name Redacted]
515	Regardless of exactly where the new bridge span is positioned, it needs to have a dedicated bike lane or bike/pedestrian lane. There are safe cycling routes on Kent Island and to further east from Kent Island, and safe cycling routes out to the western shore line (again regardless of where the new span is located), but bicycles and pedestrians cannot cross the Bay Bridges. I very frequently cycle from Annapolis to Sandy Point State Park and back, and occasionally take my bike by car across the Bay Bridge and cycle on Kent Island and further East. How ridiculous that I cannot just cycle across -- using a safe route -- to Kent Island to extend my ride. A dedicated bike lane or bike/pedestrian lane would also be useful for commuters, particularly those living on Kent Island and commuting to jobs in the Annapolis area. This would alleviate volume related slowdowns on the bridges by shifting some traffic from motor vehicles to bicycles.
516	As other feedback has said (note the letter from the Broadneck Council of Communities of February 19, 2020), the current study that concluded on Corridor 7 does not take into account the APPROACH ROADS and the quality of life for communities in the surrounding areas of the current crossing. A second SUPPLEMENTARY crossing is necessary north or south of the current corridor (ideally south, considering the distance between the Bay Bridge and the Chesapeake Bay Bridge Tunnel in Virginia and the opportunities that a crossing between the two would provide to those in Southern Maryland and the Lower Eastern Shore). A new crossing needs to divide/divert the traffic and impact to other areas that are frankly in need of economic development opportunities, as the current corridor cannot and should not have to shoulder this burden as traffic increases over the next few decades. Crossing corridors need to be widely separated, and considering the amount of traffic coming from DC/Northern Virginia, a crossing originating in Calvert County and Dorchester County with a more direct route to the beach makes the most sense with a long view on this problem. Local government needs to have a say, particularly Anne Arundel County and Queen Anne's County. Anyone who says Corridor 7 is the way to go does not live or commute through Cape St. Claire/Broadneck/Kent Island/Grasonville/QAC. Please revisit options 9-13 – the residents of Corridor 7 have shouldered enough of this burden for too long! Rt 50 is already congested with the amount of traffic being forced through this corridor and more roads/bridges will only bring more cars! Not to mention that residents in the areas surrounding Rt 50 in the vicinity of the Bay Bridge DO NOT WANT more roads/lanes/construction, and that would definitely become necessary if a new bridge was built in the current location due to the number of lanes on either side of the bridge and the use of back roads during times of high traffic (Rt 18, East College Parkway). PLEASE listen to the people who live with this nightmare every day and every summer weekend, these voices need to be heard with input into the corridor selection! Or begin to consider other methods to decrease weekend beach traffic including shifting rentals away from Saturday to Saturday in Ocean City, as anyone affected by the prospect of

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	building a new bridge/road in their county/neighborhood is going to oppose it as well. As also noted in previous public feedback, the study must consider the impact of a new crossing on other things like the increased use of Rt 301 by traffic (including truck traffic) from Delaware, Pennsylvania, New Jersey, and New York as an alternative to 95 by use of the new Middletown bypass, which is also feeding to the bottleneck in Queen Anne's County. Rt 301 is increasingly becoming unsafe for locals and farmers on the Eastern Shore with dangerous speeding and accidents at the at-grade intersections (where overpasses are lacking and thus would have to be built), and a new bridge in Corridor 7 will not help with this increase in traffic, which again, is overburdening the residents in the vicinity of the bridge with the negative impacts. Having been born and raised on Kent Island and now a property owner on Kent Island and in northern QAC where my family works in agriculture, I am increasingly appalled by the impact of development in this area and attempting to cross 301 in a tractor with equipment brings these issues very close to home, so please listen to those affected by this decision and ensure that the study considers the impact to these surrounding communities.
517	Of course a new bay bridge is needed -- DESPERATELY. Just look at weekend traffic, the age of the span and the environmental impacts of traffic--more free flowing traffic = less pollution and use of fossil fuels - all better for the environment. Proceed with the studies necessary to build ASAP, and perhaps have the Governor sit in weekend traffic and see if he thinks a new bridge is needed. The longer it is delayed, the more it will cost, time to think of the great good and not overly weight the "not in my backyard" crowd that oppose the bridge.
518	I would like to comment on the proposal of the third bay bridge crossing being added to the current location of Kent Island. We lived on Kent Island for three years and move back to Anne Arundel County due to the current problems from the bridge. On Sunday night we could not leave our house or development as traffic was always horrible during the summer. My son has medical issues and I always worried what if something happened on Sunday, could we get help in time. We loved Kent Island but the traffic became a major obstacle and stress in our lives. You had to plan your life around the summer traffic which runs longer each year. Thank you, [Name Redacted]
519	While I'm currently a domiciliary of PA I've been a part-time resident of Dorchester County "on the shore" for the past 12 years and will be a full-timer by end of this year. I find it difficult to comprehend another route to the Eastern Shore that culminates in a bay crossing to Kent Island---there are miles and miles of roads after Kent Island to Ocean City of which the infrastructure will not be able to better handle an increase in traffic nor will the "same ole same" ole route contribute to the sustenance or development of any shore towns or communities other than those already served by the bay bridge. Maryland needs to be more forward thinking regardless of increased up-front costs---Maryland needs to be more proactive than reactive. Whether from north or the south of the bridge any alternative other than from the western shore to Kent Island would be a more desirable approach to achieving the ends envisioned by both travelers and shore residents. Funneling more traffic into a bottlenecked Route 50 and all the traffic lights between Kent Island and OC is not the best answer.
520	I don't support the bridge going through Anne Arundel county. I am not sure who to send this email to. If you could provide further information that would be appreciated. I don't see a link on this site. Thank you [Name Redacted] [Name Redacted] [Personal Information Redacted] [Phone Number Redacted]
521	Another span needs to go in some other jurisdiction. A third span certainly won't solve anything in Anne Arundel County other than increase congestion. It's all about the money.
522	Hello, My life is directly and strongly affected by the location of the Bay Bridge, as I live in cape st. Claire, annapolis, two exits before the bridge East bound. I have been in numerous traffic jams just trying to get home after work, and it is so expected that I have to stay home on Fridays, this limiting my ability to do things I want and need. This is making my life and the life of others veery difficult. when considering a solution to this problem I don't want an expansion of the existing location, but another bridge to be built outside of the Broadneck peninsula. It is already so congested that traffic is often at a standstill, and God forbid there is an accident on a bridge! It is a nightmare. I hope you can hear your constituents that deal with this on a daily basis. We ask you, please fix the Bay bridge congestion.

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523	Before a new Bridge can be built, the current traffic issues on Rt 50 between Kent Island all the way thru Easton need to be addressed. Overpasses are needed for safety in several places, Carmichael Rd., 213, 404 for starters. There have been numerous serious accidents, it is getting harder for my husband and I to get across Rt 50 safely.
524	I reside in Annapolis, an area that bears the brunt of daily traffic to the Eastern Shore. A third bridge to our area would add horrible congestion and more traffic accidents and tax limited responder resources even more. I hope an impact study is being conducted. I favor building the new bridge span further north in Maryland to disperse the congestion. The added benefit is that it would be closer to the Delaware beaches - the travelers' choice destination. Thanks for your attention to my comments, [Name Redacted]
525	Please consider a designated bike/pedestrian lane in the construction of a new bridge crossing from Anne Arundel County to Queen Anne's on Kent Island. We need relief! If it rains or is a Thursday, Friday, Saturday or Sunday there are constant back ups. And the bad thing? I can't bike from my home on Kent Island to work in Annapolis! This infuriates me. I can't even bike to St.Margrets or the Cape Saint Claire side with my bicycle in my car and park anywhere. The closest park and ride is route 2 under the route 50 underpass. I'm almost to work. Bicycle is the cleanest way to travel for our environment. If not please allow bikes to cross the bay bridge. Thank you.
526	Please build me a new bridge! Right in the middle of the two existing bridges. I'm tired of sitting in traffic any times it rains, the wind blows, someone breaks down, pieces of the bridge falls into the bay, someone drives off the bridge into the bay, a guy climbs on it, there are plates on the expansion joints and on and on. We all know the bridges are falling apart. Please and now! Not everyone is against the bridge on Kent Island. Also please for the love of life, give me a bike riding lane so I can bike to work in Annapolis!
527	NO TO THE BRIDGE We should be building up Maryland's forest and protecting waterways (streams, rivers & lakes) not destroying them.
528	As a homeowner living in Podickory Point (and nearby) for 24 years, from May-Sept. can be not only aggravating but dangerous. We know we can't leave our home after 1:00 pm on a Friday, without wondering if we will be make it back home in a reasonable time. The backups we deal with on a regular basis are dangerous and cumbersome. If an ambulance or other emergency vehicle needs to get through, it's not an easy thing, as our service roads (East College Parkway) are used for crossing the Bay Bridge (commonly known as "Cheaters") and the traffic becomes impossible. Putting another span, bridge or crossing here at Rt 50 is not going to solve the problem, only making it worse, it will only bring more of a bottleneck from the Severn River bridge to the Bay Bridge. The flow of traffic NEEDS to be directed elsewhere. Again, not only can we residents not get home or to and fro, but the school buses and emergency vehicles also are stuck in the mess every weekend (especially Fri & Sat.) Please consider one of the other alternatives. Need I mention the dangerous Bay Bridge drive itself, just this week, yet another accident just the other day, the two way traffic making it even more dangerous. It makes it miserable, dangerous and down right annoying dealing with the growing backups. Thank you....
529	I would rather see a more northern route to held those that live north of Route 50 cross.
530	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the

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	concerns or input by there entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full compliment of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
531	My main concern is establishing road work through natural resources or other sections that have not yet been established. There needs to be alternation where existing roads exists vs. completely changing our environment and communities. I would like to see suggestions that use present existing road works to solve a problem.
532	The Bay Bridge has been designated one of the scariest bridges in the world and many people in Maryland are unable to cross it, myself and fiance included. See the article at https://baltimore.cbslocal.com/2013/07/08/gephyrophobia-is-common-in-maryland-thanks-to-the-bay-bridge/. Rather than making more spans of a terrifying bridge that up to 10% of the population can't use, can there be ferry or draw bridge alternative that is flat?
533	I believe the Bay Crossing Study has some shortcomings as have been described in public testimony, letters to the editor and other communications by civic organizations. However, I believe the overriding issue is the obvious need to replace the current spans that are aging out. Corridor 7 is fine by me as the preferred corridor for a new bridge.
534	Recent trip down south -Chesapeake Bay Bridge Tunnel (New Work) -Hampton VA tunnel (New Tunnel) -Nice Bridge MD/VA (New Bridge)

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	Only way to relieve rush hr/seasonal traffic congestion Be nice if they had dedicated truck lane.
535	Using the current 50 pathway ignores some vital concerns. First people can not easily merge. Having the road expand for the bridge and then merge back down does not help traffic. It only helps if their is an accident but you still get slow downs for maintenance. Also you make current traffic worse while construction goes. Second if there is an emergency or accident it means their is no alternative route. This by itself is a huge risk. If accident on 50 accurs another route eases that tension. If locals are worried about impact to their community from bridge you can also consider not putting exits with labeled stops etc. Spreading the amount of cars to other communities makes it more equal. QAC is less impacted ONLY because it is at grid lock in summer now and residential population can't even get to store. You need to consider another location to disperse the amount of cars and give alternative to population actually using bridge to get to work. Other cities have alternative bridges in other locations for this reason. Building the bridge in current location is short sited. It really only helps if their is an accident which is still better then no bridge. But the time to actually build is now. On the end having a third bridge in current location is better then none but I feel like a different location has a multitude of better reasons. The counties that don't want it don't want to be in the predicament QAC and Anne are under county are in with 50 gridlocked. But adding a three lane our ideally four lane in the other two locations makes more sense to disperse the problem so it spreads more evenly making it so you don't try to fit too many cars on the same highway already swapped. Another location actually solves the issue vs current location is a bandaid for when an accident happens on bridge only (not highway itself)
536	I would like to see a bridge to the eastern shore built north of Baltimore. I do not want to see more traffic on Route 50 around Annapolis and Kent Island and oppose expanding the existing Bay Bridge.
537	No new bay crossing in Anne Arundel County! We have enough traffic congestion as it is here and do not need or want new residential development in our communities, which are already starting to expand too rapidly. Let's preserve what limited natural areas we have.
538	Crossing 2, 3, or 4 are preferred because they could connect I-95 directly to Delaware Rt. 1 thereby moving all NE corridor southbound traffic from the Washington Beltway.
539	The Bay Bridge Crossing Study is inadequate. It has not been given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by there entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to

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	execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full compliment of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right. Sincerely, [Name Redacted] Concerned Broadneck Resident
540	As I have previously posted on Next Door Cape Saint Claire, The third span is the only known solution to the local, Broadneck area backups. These occur because the traffic coming into the community and will continue to come, can not quickly enough exit to the eastern shore to clear out the area. I have also asked for any and all alternatives and to date, no one has come forward with anything but don't build it at all.
541	Hello, I heard on the news that you were interested in hearing some suggestions, and ideas with regard to a NEW BAY BRIDGE SPAN. Now I don't know anything at all about "Engineering" and of course I don't know if it would support the extra weight, but I think that if it was at all possible a good idea would be to hang another couple of lanes underneath of the current Bay Bridge Lanes. You know, make the current Bridges, one or both, depending on the cost, Double Decker Bridges. I think that it would ALL depend on whether or not the current Towers would support the extra weight. This might be a really stupid idea, I don't know. But if NO one else has thought of this, maybe you could pass this idea on to the Governor, or whoever else would need to check in to it. Thank you very, very much !!! ? [Name Redacted] [Phone Number Redacted]
542	Hello, I am unable to attend the public meeting on April 21 but wished to share my comments regarding the Bay Bridge Crossing study. My contact information is below. Thank you for your attention. To Whom It May Concern Re: The Bay Bridge Crossing Study I am concerned that the current choice to build a 3rd span at the same location has not fully taken into account the environmental impact on the Arnold/Saint Margarets/Sandy Point areas that will occur as a result of a 3rd span. As a resident of Saint Margarets area of Annapolis for 35 years, I and others who live here experience regular backups on weekends on Saint Margarets Rd (State Rt 179, a 2 lane road) due to people using Saint Margarets Rd as an alternative to Rt 50/301 to access the bridge. For those of us living here, getting to and from our homes is problematic Friday evenings, Saturday and Sunday afternoons. I know we share this problem with those in Arnold and on the Eastern shore. Will allowing more traffic on a 3rd span lessen spillover to areas such as Saint Margarets, Arnold, or the Eastern shore

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	or just increase the amount of traffic on those ancillary roads? What are the environmental impacts of the 3rd span? How have rising sea levels and climate change that are affecting the Bay been taken into account? What land will be absorbed for this 3rd span? I'm dismayed to see that Governor Hogan, according to the Capital Sunday April 18, 2021, p. 6, "has said the third span in Annapolis is the only option he will accept." How can that be when public hearings have only begun this year and many citizens have been quarantined due to Covid-19? I urge the decision makers to consider alternatives to a 3rd span at the current location. Thank you. [Name Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
543	I am concerned that the Tier 1 NEPA study did not consider the effect the selection of this corridor would have on the neighboring communities of Arnold, Cape St. Claire, Sandy Point, and St. Margarets as well as those on the Eastern Shore. These communities already suffer on Friday evenings, Saturday mornings, Sunday afternoons and whenever an accident occurs. What effects will adding another bridge have to roads already crowded without affecting homeowners through some type of land seizures including via Eminent Domain. What analysis has been done that excludes all the other corridors? Substantial analysis showing why the other corridors were excluded is absent the Tier 1 NEPA study. The Tier 1 NEPA study should not go forward without a thorough analysis of other corridors.
544	I am a resident of Bay Hills in Arnold. I think the current move to finalize the selection of the Broadneck Peninsula corridor in the NEPA Transportation Tier 1 study of alternative sites for the location of a 3rd Chesapeake Bay span should be stopped. Additional study is needed to provide a thorough "Purpose and Need" evaluation to determine the best option for long term benefits to Maryland residents. The justification for this Tier 1 study is a brief, less costly and fast way to make this important site selection decision. This decision has omitted key factors that should be factored into the final selection. Factors not properly considered include: • Effects on neighborhoods and businesses in the Broadneck Peninsula • Effects on related bridges including emergencies • Development sprawl • Approach roads. On Saturday, May 8, 2021 the traffic backup on the Bay Bridge caused me to miss an organized open water swim event on the Choptank River in Cambridge, though I had allowed ample travel time when I left Arnold for Cambridge at 7:30am. On another Saturday in April, I was caught in heavy traffic on College Parkway when Rte. 50 in Arnold had bumper to bumper traffic -- some beachgoers have learned to hop off of Rte. 50 and use College Avenue as an alternate to Rte. 50. That day a normally 15-minute drive to Ace Hardware took 45 minutes. Since I work in downtown Annapolis, I've learned that traffic is always very heavy on Rte. 50 on Friday afternoons (and increasingly on Thursday as well) from Memorial Day to Labor Day so I make plans to avoid driving on Rte. 50 then. These are typical occurrences now that all Broadneck residents are forced to live with. Adding addition traffic volume will exacerbate the currently serious traffic problems on the Broadneck Peninsula. The Tier 1 Study alternative #7 selection has been announced as the preferred location, on the Broadneck Peninsula Rte. #50/301 corridor. There were 13 other alternative locations on the Bay that were considered but the recommended selection was made for the Broadneck corridor with two older bridges. Stop this study until a thorough "Purpose and Need" evaluation is conducted to determine the best option for long term benefits to Maryland. We believe another site must be selected that will draw traffic away to the Northern and/or Southern Chesapeake Bay. A new crossing must be constructed to offer an alternative to the Rt.97 / Rt.50 corridor that is already overloaded on weekends with commuter, business and vacation travelers. Putting more traffic into this corridor is simply not smart planning.
545	There is an eagle's nest in the woods near Love Point Rd.
546	Maybe it's time to bring back the ferry crossing from the Western to the Eastern Shore. The Cape May-Lewes Ferry has been successful. I, for one would use the ferry instead of the bridge and I know other seasonal people who would prefer it, too.
547	Do not build another automobile crossing.
548	No new bridge on Same site. Ridiculous. Would make worst congestion
549	The DEIS seems to discount the potential impact of the possible increase in development growth due to the Corridor 7 plan. It's raised as an issue in 6 and 8, but is brushed off in 7. Clearly additional bay crossing capacity, even in the existing location, will drive demand for additional growth on the Eastern Shore. If that growth is not desired as per

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	the local county growth plans this would be a negative impact and should be considered. Additionally, I very strongly request that if a new crossing is considered, that a dedicated pedestrian/bike lane be provided in all options (except no-build). The opportunity to create this connection will not return, and should have been part of the original purpose and need. Non-vehicular connection over the Chesapeake bay would provide connection between Annapolis and the eastern shore both for transportation and recreational uses. The additional recreational access will bring economic benefits to the area while enabling long distance trail connections, and the flexibility in transportation options for day to day trips will improve quality of life for those on both sides of the bridge. A dedicated protected crossing will also provide emergency access.
550	I vote no on any span / bridge. We have a vacation home in Ocean City and I couldn't agree more that traffic can be a nightmare. But.....new roads lead to more development, more stores, more cars, more homes and a denser population that demands more roads after that. Where does it end? The environmental impact would be tremendous to our Eastern Shore. Ocean City, West Ocean City, and points beyond on the coast is becoming very populated and way over developed. Stop building ! Best regards [Name Redacted]
551	How does building a third bridge next to the existing two help alleviate the traffic on route 50 on either side of the bridge? It would seem to me that a third bridge would be best away from the other two and not accessed by route 50.
552	As a lifetime resident of AA count and a 15 year resident of the Broadneck peninsula I have to say that the traffic in Annapolis has put the residents here at a standstill Thursday evening- Saturday. It has taken me an hour to travel 2 miles as people cut through the different neighborhoods off of Rt. 50. The number of lanes we have squeezing onto a two lane bridge causes a horrible miles long backup. When the third lane on WB span is opened to EB traffic the accidents increase and the traffic gets worse. The next spans should be south of us to pull DC, SMD, and VA traffic away from Annapolis. It makes the most sense....we can't handle another span here and those north of Baltimore have a choice to to up and around, through Delaware.
553	As a homeowner and full time resident of Kent Island, I have become increasingly concerned with the traffic situation on KI on weekends. Beach traffic has turned KI into a parking lot, and a prison for the the residents who must contend with not only Rte. 50, which blocks any chance of traveling anywhere from Friday to Sunday, but also the overflow traffic from travelers who insist on clogging our side roads in the hope of cutting time off their trip. Instead, they fill our few side roads so that we, as residents cannot go to the store or, in a a more dire situation, get an ambulance to our home if needed, or get to a hospital if needed. My husband, who is 78 and I pray that there is no emergency on a weekend! It would make so much more sense to take all of those visitors from Virginia who are heading the to Maryland Beaches and direct them southward to a bridge closer to or south of Cambridge, MD. Adding an additional bridge that terminates onto this small island is an insane idea as there is truly no more capacity on our current road system. It is not fair to businesses on the island who cannot open because patrons can't get to them. It is not fair to the taxpayers who must constantly repair our infrastructure due to heavy, heavy traffic. And it is not fair to our residents to make them prisoners in their own homes. Our community will die if we must contend with this continual onslaught of pass thru traffic, even as it stands now. Please nix this plan. It is a lose/lose for residents on both sides of the bridge.
554	Yes to bike & pedestrian lane across the Chesapeake Bay bridge replacement. "Paved roads are for cars!" is 1950's thinking. In fact, paved roads predate cars by several thousand years.
555	I believe the southern route bridge would be the best. It would draw those coming from DC and VA to go that direction to the shore, relieving the Annapolis area from quite a bit of traffic. Many who live north of Baltimore go up through DE to get to the beaches.
556	The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right. Sincerely, [Name Redacted]
557	Please come up with an alternative. I'm a senior living in the Broadneck area and I feel like an hostage on the weekend. I have to plan when to leave my home when warmer weather approaches for the beach traffic. I pray no fire or other emergencies occurs.

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558	The only alternative that makes sense is: “Variable Tolls” “This improvement would include adjusting toll rates to encourage a more equal distribution of trips throughout the day. Toll rates would generally be lower during the off-peak period, which could influence some drivers to change their trip times to avoid paying a higher toll.” As in Virginia and other locations, variable tolls could shift traffic loads away from peak times Friday and Sunday afternoon and evening. The EIS should include detailed analysis of the effect of various toll levels on traffic.
559	I believe there is a very simple solution to the new Bay Bridge Crossing problem. Please consider Option 8, which is a path south of the current bridge, extending roughly from Crofton (Anne Arundel County) across the water to Easton (Talbot County). But connect via new highway south of St. Michaels and Easton to route 50. Make this route and bridge crossing only for traffic going to all locations in Southern Western Maryland including Ocean City, St. Michaels, and Easton. Return traffic signs can be labeled to Annapolis, Baltimore and Washington D.C. Problem solved.
560	A safe a separated pedestrian/bicycle path should be a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland.
561	Hello, I live at [Address Redacted]. I wanted to voice my SUPPORT for the new bridge span contemplated. It is well known that we can expect congestion Friday night and Sunday night in the summer with back ups as far west as Riva road and as far East as the outlet mall. I would welcome any effort to reduce the size and duration of this traffic jam. I am a local resident, but also enjoy the eastern shore and wish it wasn’t such a drag to get there in the summer. There seems to be some vocal locals complaining, but they overlook the benefits we derive from having this highway here. The one thing I would ask you to consider though is if strategies could be employed to protect the local communities. College parkway also gets clogged with folks using it as an express lane to jump the queue on 50 or as a short cut from Governor Richey to the bridge. I think this problem has been made worse by gps apps that highlight college parkway as a reliever route. Could there be some ways to shut off the on ramps to the bridge to keep the traffic on the highway? It can take me an hour or more to get to the grocery store in Cape St Claire or to go out to dinner. I often give up, which hurts local businesses during peak business hours that they need to survive. Local businesses are stuck watching as a parade of cars pass by their empty store. Thanks. [Name Redacted] Sent from my iPad
562	Somehow use one of the spans for just local Kent Island, Chester, Grasonville, Queenstown traffic. Make a dedicated span for beyond that. Like a turnpike to the beach
563	I agree, that's a lot of things to do. My name is [Name Redacted] -- and I live at [Address Redacted], and I live in the Broadneck Peninsula. Is that it? First thing I want to comment on, this -- I hate to do this but I have to -- this is the most intimidating, constrained public hearing that I've ever been involved in. We're facing the panelist who cannot present or present -- respond to our questions. We are -- you have to register for and sign in for the public hearing. Typically, those things are not done. But I know this is also a constrain because of the Covid, so let, let me get into the (indiscernible). I have already presented -- left my written testimony and I'm not going to have time to go through the whole thing, but I'll try to highlight it. The Tier 1 DEIS report and process provides insufficient information for Anne Arundel County, its environs including 48,000 residents of Broadneck; therefore, a corridor selection, FEIS, and record of decision cannot and should not be made until the following deficiencies are corrected and provided in a revised DEIS. And here are some of the reasons: 1) The county was excluded from being a major participant in the decision-making process that went on here. 2) There's no explanation of what the bridge is. Is it a new bridge or is it a parallel bridge, or is it a bridge that takes down the other -- the older facility and continues on? Why? These all impact the approach roads. In fact, the next couple of things are related to the approach roads. So how many lanes are the bridge? We don't know that either. And that, again, affects the approach roads. And the approach road details? We don't know the situation, we don't know if they're going to survive because of the possibility of extending and widening the Route 50 and the other roads, and perhaps even creating a new bridge, Severn River Bridge which we just rebuilt. The purpose and need is way too limited. It doesn't meet NEPA requirements. It's -- a traffic study purpose and need, and it does not -- it is not broad enough to consider the Chesapeake Bay region and its activities. The benefits are missing. The benefits of what this bridge -- this new bridge will bring to this region. It would be a tremendous impact, just like this bridge has been over the last 50 years. Lack of corridor analysis. And I finally end up with a 10th item, where -- and have you considered the new normal because of the Covid? So, I'm asking at the end, how and when will your comments, our comments, and this testimony, and all comments that

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	have been provided be responded to? And I know you can't respond; you've been directed not to do that. So, at some point I hope somebody explains that. Thank you.
564	Refer to subsequent section for scanned letters and email attachment comments.
565	Thanks. My name is [Name Redacted], sometimes called [Name Redacted]. I live at [Address Redacted]. I'm involved as a chair of the transportation committee of the Broadneck Council. I'm a member of the Amberly Community Association as well. Being the chair of the council and five dollars will get me a Starbucks, so. here we go. The Tier 1 DEIS report in process provides insufficient information for Anne Arundel County, its environs, including the 48,000 residents of the Broadneck Peninsula. I'll take this mask off. Therefore, a corridor selection, FEIS, and a record of decision cannot be and should not be made regarding the selection of alternative 7 MDTA's preferred corridor, or any other alternative corridor, until the following deficiencies are corrected and provided in a revised DEIS. Until then, DEIS does not justify proceeding to the Tier 2, which will require spending in addition -- an additional 25 to $35 million dollars in detailed alternatives, initial preliminary engineering, alignments, environmental, financial, and a lot more stuff. Compounding the detriment here is that the current document proceeds now and a record of decision and FEIS goes forward, there will be no other considerations of any other alternative corridors in the region. The reasons for holding, recommending the DEIS: 1) the counties, the Anne Arundel and Queen Anne's were not participants in the decision making of this, and we recommend that from here on in that they have a voice in the decision making. We don't know the purpose of the bridge. Is it a new bridge that's going to be parallel to the existing bridge and demolish the exist -- the old bridges, or is it going to be a supplementary an additional bridge? How many lanes this bridge will have? We -- somewhere between 6, 8, 10? We don't know. And all of this is significant because it relates to the approach roads, and that's where the approach roads congestion begins. We don't know the configuration and space requirements for Route 50. How wide is Route 50 going to have to be to facilitate access to the bridge? And do we have the policy and political will to widen Route 50? Likewise, there are space and configuration requirements of the local access roads. So, we're suggesting that -- we would appreciate the answers to these questions before the FEIS is published, and that's my testimony.
566	[Attachement: Final DEIS Comments 10May21.docx] See Attached. Thank You, [Name Redacted]
567	The bridge should have bike and pedestrian access. The bridge should be located north of the Baltimore Beltway to divert traffic from 695, 97, and 50. Alternative 2 (or 3) in the bay crossing study makes the most sense to me.
568	The Broadneck Council of Communities (BCC) has requested that everyone that lives on the Broadneck Peninsula contact our representatives to object to the building of a new Chesapeake Bay Bridge span. I strongly disagree with the Broadneck Council of Communities position on this issue and feel that a new Bay Bridge span is not only necessary but required urgently. I am a resident of the Broadneck Peninsula who lives close to the Bay Bridge, and has been living in this location for nearly three decades. I have steadily seen traffic volumes increase over that time. 1. Traffic has become untenable not just on beach vacation days, but on every day of the week when maximum traffic volume cannot be maintained due to weather conditions. The primary congestion issue is not vacationers as the BCC implies, but rather commuters traveling to the eastern shore. The BCC claims that building a new span will only encourage growth on the Eastern Shore. That growth is already occurring and has been occurring for decades; we already are far past the capacity of the single two-lane bridge heading eastbound, as evidenced by the use of a reversible lane on the westbound span. Developers and buyers do not look at what traffic volumes can cross the bay; this development will continue, and traffic volumes will increase, regardless of whether a new span is built. 2. The current bridges are unsafe for the current traffic volume. Only a week ago we had a head-on collision on the westbound span of the Bay Bridge which was running in two-way operation to handle the eastbound traffic volume. This is not a lone incident. Several times a year there is a serious accident on the Bay Bridge due to two-way operations. The MTA uses two-way operations as the only solution to keep traffic moving on US 50 through the Broadneck Peninsula. Only two years ago, during peak summer traffic volume, the MTA acceded to a Kent Island request to not implement reversible lanes during evening rush hour until traffic volumes dropped to a specific threshold on Kent Island; the entire Broadneck Peninsula, back to Annapolis on US 50 and north as far as Severna Park on MD 2 were completely grid locked. The MTA reversed this policy within days. 3. Traffic propagates onto local residential and arterial roads that are not designed to handle the volume of US 50 as commuters attempt to reach the Bay Bridge during any sort of reduced volume – weather, accident, or unavailable option to run two-way traffic on westbound span – resulting in residents often unable to reach their homes in a reasonable period of and businesses unable to have customers reach their doors. Regularly backups reach as far as I-97 on the other side of Annapolis, with traffic past the Naval Academy, up St. Margret's, and down College Parkway gridlocked. Those of us that live close to the Bay Bridge are most affected, but everyone on the Broadneck Peninsula

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	is impacted by these traffic volumes. There is no other viable solution to commuter traffic volumes other than a new bridge span across the Chesapeake Bay at the location of the current bridge. The dominant traffic two decades ago was vacation traffic heading to the ocean shore, but today it has shifted, and the dominant cause of traffic on the Broadneck Peninsula is the ever-increasing commuter volume from eastern shore residents. A crossing at another location does nothing to alleviate commuter volumes on the Broadneck Peninsula. While mass transit would be a nice option over the longer term, it does not replace the immediate need to address gridlock. Do not let "not in my backyard" stop the need for a new bridge; virtually every one of us who lives on the Broadneck Peninsula bought after the Bay Bridge was already built and US 50 was already a major transit corridor. We must have another span at the current location to eliminate the debilitating traffic that residents on the Broadneck Peninsula have to endure. Thank you, [Name Redacted]
569	Please cancel this study on Tier 1 NEPA for the section for #7 (the Broadneck area) as it is already severely congested on Rt 50 and the service roads. This needs to be moved to a new area away from the Broadneck area. We have parks and bikers and this area is already over crowded. Please move this new bridge to another area closer to Baltimore or somewhere else. This Tier 1 section # 7 is unacceptable!!!! I respectfully wait for your response. [Name Redacted][Phone Number Redacted] Sent from my iPhone
570	#8 Because it gets people closer to their objective which is the beach. To even consider adding to the bridge traffic at Kent Island is short sited as the people living on the island cannot access roads from Thursday thru Tuesday in warmer months. Emergency vehicles cannot move people. With more retirees moving to the island this is a serious problem.
571	I live in the community of Amberley near the Bay Bridge. During the summer months, because of the congestion on St. Margaret's Rd, it is often difficult to enter or exit our neighborhood. The traffic backs up for miles, and we are sometimes trapped in our neighborhood, particularly on Thursday and Friday evenings and even on Saturday mornings. I understand that a study was conducted several years ago for around $20 million, and because there was opposition to another bridge to cross near Cambridge, no action was taken. A great deal of the traffic needing to cross over to our Eastern Shore originates from Virginia, so it seems foolish not to create a crossing in that area. We are 20 years past making a decision to alleviate the traffic on Rt 50. It is long past time to act.
572	Attachment: ShepherdsdlightfromMDE.png] Dear MDOT Bay Crossing Study, You all have done a good job, I'd say. All along, MY select alternate was/is the existing corridor from Sandy Point to Kent Island. For some time I thought that a Calvert Co. to Dorchester would be feasible, but it looks like you'd have to borrow the English Channel (the "chunnel") digger to make this possible and...that'd be way expensive. Some time ago I was having lunch at [Name Redacted] "India Palace" restaurant in, my home town, Annapolis. He told me that his brother in law, I believe was the chair of the Civil Engineering Dept. at UCalBerkely. This [Name Redacted] believed, then, that the best alternate was also the existing corridor, Moreover, jumping ahead to DESIGN, he said that it would be "pretty simple" to hang at least four lanes in BETWEEN the two Bay Bridges by constructing suspension at right angles to the existing bridges (!....may be...guys the DEAN at UCalCEngineering...he may know). That leaves a simple GWashington Bridge type double decking to seperate through and local traffic. I understand that the ferry, train and other modality operations and systems may have to come in another round of analysis. I, for one, would like to see a Maryland Chesapeake Bay Ferry system like they have in the State of Washington on Puget Sound. We here in Kent County have memories, or second hand memories (my mom...dying in hospice...) of the former Ferries from various points on the western shore to Kent Island, Tolchester, CHESTERTOWN (from Norfolk VA...why my ancestors were bad Confederates!) and to Betterton Beach near our farm. Good luck...keep up the good work, [Name Redacted], BS Geology/Geography (St. Lawrence U.), M.Urban Planning, UWMilwaukee [Phone Number Redacted] on cell from [Address Redacted] our farm from space attached...between Kennedyville and Lynch (we really really do NOT want to be connected to Dundalk....after all, you know what they say....if you want to kiss your girl friend[Offensive Phrase Redacted]....TAKE HER TO DUNDALK!)

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573	Heaven, I am afraid. https://ce.berkeley.edu/news/2224 Hey, I was just KIDDING about Dundalk....that was a very old joke from when they had actual industry over there. Hey, the main reason not to connect via upper Bay Crossing options is that it makes it EASIER for beach bound traffic to go to Delaware instead of Maryland. In don't know if you are looking ahead to the FHWA review, but THEY should say that any expansion of this magnitude, which may use Federal money, would have to include other state input from along the whole east coast....like trucks from Georgia, NoCarolina, Virginia...etc. I don't think USDOT should be approving any analysis that does NOT specifically address that need. After all, it ain't just our commuter traffic and beach traffic we are expanding for. There is a bottleneck in the DC-Balt. area for interstate commercial and other traffic and, as it is, a lot gets sent over to the I-81 corridor. We, as a nation, also have a relative underutilized corridor including up across from Norfolk up over that underutilized.....Bay Bridge Tunnel. Beware the FHWA.,...they been sitting there doing nothing for 4 years....mark my words. [Name Redacted] (former 'transportation analyst" THEGtrWashBoard of Trade....hello outer beltway veterans..if they ain't dead too! Ha!)
574	It is my opinion that starting the crossing from the Mayo Peninsula would be a huge mistake for the inhabitants of this area. Our traffic is becoming more and more of an issue as it is, due to the one way in and out situation and this would cause undue hardship. Since more and more of the people who are going to Ocean City and the DE shore are now coming from PA and NJ, a Northern crossing would make much more sense. When I visit OC, everyone I meet is from those areas. A second bridge next to the first one, does not help the inhabitants of QA County as that would only make their traffic worse and more congested. Thanks, [Name Redacted] AA County Resident
575	Placing a 3rd span from the present site makes absolutely no sense. A great number of visitors to OC are coming in from PA, NJ and even NY; so it makes much more sense to place another crossing in the northern part of the Chesapeake Bay, near Havre de grace, Elkton, etc. The traffic can come down from the north without that much disruption.
576	To Our Elected Officials: The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic.

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	- This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. Final bullet points: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? Please have this process reconsidered and do it right. Sincerely, [Name Redacted] [Address Redacted]
577	Please include a separated bike/pedestrian lane on a third span of the bridge, when one is built!
578	I live in Riva Md. Please do not put another crossing here at 50. We have to deal with this traffic all summer. It makes no sense to have another crossing here bringing traffic from Virginia, Pennsylvania, and other parts of Maryland into this bottleneck. Why would you even consider such an idea? Putting bridge in another area to balance the traffic out is the only thing that makes sense. [Name Redacted] Sent from my iPad
579	I am opposed to a third Bay Bridge span in a similar location as the other two. It makes little to no sense that adding an additional span at the current location would in any way benefit anyone living on either side of the bridge or anyone using the route to access the beach. I have lived on the Broadneck peninsula for 30 years (after 30 years on the Annapolis Neck peninsula). So I have seen my fair share of bridge traffic. I remember it taking hours to get across the bridge, and then, with the removal of the traffic lights, the trip became a bit better/faster. However, for the past two years I have dreaded weekends and holidays (land of pleasant living?) because if I leave the house there is no telling how long it may take me to return. A ten minute trip into Annapolis can be a three hour excursion. Back roads become totally clogged because no one takes responsibility to enforce the Local Traffic Only rule, and if there is an accident on the bridge, there seems to be little effort to expediently restore the flow of traffic. I have noticed on my many trips back and forth over the bridge, that many of the cars have Pennsylvania license plates. It seems to me that having a third span further north would reduce congestion, offering a way for those north of Annapolis to get across the bay. Not just that, but it would offer an alternative route east if there were to be some sort of natural or other disaster in which the current spans would be unusable. Further, I do not believe that the appropriate studies have been done regarding this matter, nor serious consideration given to the other possible locations, and it sure gives the appearance of some team just throwing their hands in the air saying, "This. It worked twice before." But~There is no place for a third span here. To cut into Sandy Point would be a travesty. On the other side is fine fishing. The peninsula is already at a max. There are a lot of reasons to oppose a third span in the same location, but the reality is simple. It would NOT improve anyone's quality of life~and isn't that what we have learned it's really all about? Back to the drawing board on this one, folks, please.
580	We all have to work to live and to be contributing members of our society. For 35 years, I lived in AA county (Pasadena) and worked in Annapolis - my 12-mile commute took 45 minutes in the a.m. and upwards of an hour to an hour and a half in the p.m. The Ritchie Hwy corridor is ridiculous. For the past 2 years, I live in DE and work in Annapolis - my 75-mile commute now takes one hour, 15 min in the a.m. and one hour 45 min in the p.m. - on days when there is no accident or bridge congestion, which is only about half of the time. The other half of the time, it takes 2 to 3 hours to get home. Beach traffic is no longer a mere 3 months in summer. A high number of DELMARVA

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	residents work in the Baltimore/DC/Annapolis area and their quality of life (and their families) is impacted by bay bridge congestion - and the amount of time they sit in traffic backups. This congestion is stressful and dangerous. We are long overdue for relief. While removal of toll booths, Covid and some folks working from home has helped traffic temporarily, it will not remain the norm and is not the answer to this problem. Not only do we need the 3rd span now, we should be proactively considering an additional bridge location in the not so distant future.
581	A safe way to cross the Chesapeake on bike would open up Kent island and the Eastern Shore to a lot more people, creating more business/money. Also, something to consider would be a large parking lot for tourist to park and can ride across.
582	Good morning. I am writing to urge state planners to eliminate the Pasadena and Mayo crossings from consideration for bay bridge expansion. As reflected by the MTSA's recent recommendation, a third crossing near the existing bridge is the best solution to alleviate traffic congestion and will have the least amount of environmental and community impact. As a resident of Davidsonville, I can speak directly to the negative impact that a Mayo crossing would have on the community and environment. We live in a town with open fields, one stoplight and a small community store. Adding a Mayo crossing – with all of the attending traffic – would gut our town, ruin the quality of life, and destroy the landscape (to say nothing of the impact that the bridge would have at waters' edge). I imagine a similar impact would be felt in Pasadena, albeit a more developed area. If a third bridge is needed, the infrastructure exists to build it in the same location – it simply makes sense to do so for fiscal, environmental and quality of life reasons. Thank you. [Name Redacted] [Personal Information Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
583	[Names Redacted] [Address Redated] May 4, 2021 Bay Crossing Study 2310 Broening Highway Baltimore, MD 21224 Reference: Bay Crossing Tier 1 DEIS Dear sir or madam: We are adamantly against the Corridor 7 Maryland Transportation Authority – Recommended Preferred Corridor Alternative in the reference Draft Environmental Impact Statement (DEIS). Using Corridor 7 with a third bridge will increase traffic congestion in the area and harm the eco system that is so cherished in the area. Long-term public safety and transportation reliability will diminish as a result of a set of common risk factors associated with over-water bridge transport. The DEIS authors were arbitrary and capricious in dismissing the tunnel-only option as too high cost compared to other crossing types (page 3-30) with no analysis of the benefits in building a modern, very wide (possibly 24-lanes adaptable to traffic conditions with safety barriers) tunnel across the Bay. Please give more thought and study of the Environmental Impact Statements supporting the Big Dig Project in Boston, Massachusetts and the Chunnel connecting London and Paris. Many people agree it is a mistake not to diversify with respect to risk management. Building a third bridge next to the existing two bridges has a material risk of some common cause failure collapsing the whole system at once. Please evaluate the risks and benefits of using a wide-lane tunnel-only crossing option. Thank you for the opportunity to comment on the Tier 1 DEIS. Sincerely, [Names Redacted]
584	There are many many reasons why Maryland should not build a third span of bridge across the Chesapeake but the 2 main reasons are: 1) Maryland has much more pressing needs for its transportation dollars - repairing its existing infrastructure which is in horrible condition, and improving public transportation, especially in Baltimore and between population/business hubs, to get people off of the roads thus improving the environment and reducing wear and tear on the roads and bridges we already have. Briefly alleviating vacation traffic a few months a year should not take precedence over getting more Marylanders to work, school, medical appointments, and grocery stores. 2) Wherever the third span is built it will trigger more sprawl development - something Maryland has too much of already, and increase traffic in that area causing either bottlenecks where it takes off and lands or require rebuilding

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	those roads at additional expense. Sprawl development destroys the environment, is bad for the economy in the long term, and increases demand for more roads and government services. It's a vicious cycle. This is a project Maryland does not need.
585	Reading the presentation on the Bay Crossing Study, it appears that impacts and costs only considered the immediate area by the Bay and its crossing. No discussion was presented on how traffic will be impacted between I-495 and the Bay Bridge, including the crossing of the Severn River. Similarly, no discussion was presented on how traffic will be impacted between the Bay Bridge and Easton, including the crossing of the Kent Narrows. Already back-ups do occur on the approach to the Severn River Bridge, sometimes reaching the merge between US-50 and I-97. Widening US-50 appears impossible in many locations, which would create new bottlenecks. I am opposed to adding a Bay Bridge on US-50.
586	To Whom It May Concern, The definition of insanity is repeating the same action and expecting a different result. In this case you believe that by adding a third span to an already congested highway on both sides of the Bay Bridge is somehow the solution to the problems of too many vehicles, especially on holiday weekends. I grew up in SoCal where the CA Dept. of Transportation kept adding lanes and expanding existing thoroughfares always with the promise that, "This time, it will be different." What every study showed is that within one year or less of an expansion project, congestion was just as bad or worse as it was before the government spent millions or billions of CA resident dollars on these massive projects. Here's a case in point: prior to construction of the 405 freeway connecting the San Fernando Valley to West Los Angeles drivers had to take the canyon roads in either direction. Average commuting time was approximately 45 minutes. When the freeway opened, commute time was cut by 10 - 15 minutes. . . For about 6 months. In less than a year, commute times were longer than they were prior to the construction of the freeway. Why? Because more people started commuting to West LA which effectively defeated the purpose of building the freeway as a means of relieving traffic congestion. If you go through with this project on the Bay Bridge, it will lead to more vehicle usage and more congestion especially on the east side of the Bay Bridge where there are only two lanes in each direction. What are you going to do? Double the number of lanes on the 50 on Eastern Shore? Impossible, which means the bottle neck for 5 or 6 lanes narrow down to two lanes east or west compounded by more vehicles using the 50 and the Bay Bridge will do nothing but ensure more traffic, more gridlock, greater travel and commute times, and more anger and frustration by motorists. Building a bridge at the Corridor 6 or 8 sights is the logical solution when supported by a highway which feeds into the 50. It will also ease the very heavy congestion on Ritchie Highway and College Parkway to & from the 50. And never mind the impact more congestion on the Ritchie Highway and College Parkway will have on emergency vehicles which need to access Severna Park, Arnold, and Cape Saint Claire. A concerned resident
587	Please include separated bike/pedestrian crossing! I think It would get a lot of use. The one on the Woodrow Wilson Bridge is always full of bikes and walkers and runners!
588	What is the point of another bridge? It would only rush the traffic from one backup to the next, worse backup, the traffic still ends up on route 50. Ocean City can only hold X number of tourists and their cars. If you believe in global warming how long do you think OC will be usable anyway? There are no benefits worth the investment, not in today's times and troubles. NO 3RD BRIDGE!! [Name Redacted]
589	I am disappointed that mass transit options were not presented as an option - we went straight to trying to figure out how we can get more cars out on the road. I would like to see a study on implementing a real mass transit option - a train - that would run along Route 50, for example. Lack of effective mass transit has plagued the state for too long. If we invested in it, we would reduce traffic, reduce emissions, and reduce the need for roads covering every inch of the state. We should be looking at ways to reduce the need for cars.
590	A 3rd span at the site of the 2 existing spans makes virtually no sense as any add'l traffic flow would merely join existing traffic on Rte 50 increasing post-bridge congestion. A new Chesapeake crossing should provide a more direct route to Rte 50 in the Salisbury area thereby diverting traffic from Easton and increasing ease of access to Ocean City area.
591	We appreciate the opportunity to weigh-in on the critical issue of building a third bridge within the Stevensville corridor. We believe that the “4th option” will be the best, least damaging and least expensive option, and urge you to fully consider the following items: Many environmentalists question the need for a third crossing at all, saying that officials are overestimating projected traffic growth between the two halves of the state. And many local institutions have called for exercising the NO BUILD option

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	The Chesapeake Bay Foundation has stated “the need for the bridge expansion may not be as great as it was before the pandemic given all the changes with telework and travel. We encourage the state to account for these changes and take a more serious look at adding transit on the bridge.” Constructing another crossing at the present location will take a large toll on State and local park spaces. It could impact as many as 14 public parks and recreational facilities, including the popular destination of Sandy Point State Park. The current bridge corridor also faces a large threat from climate change. Within the two-mile-wide study area along the existing 50/301 highway, about 5% of the land is “susceptible” to sea level rise by 2050. The highest-risk areas are on the Bay shore of Kent Island and along Kent Island Narrows on the east side of the island. Kent Island Community Plans since 2006 and the Costal Vulnerability Assessment Report (2016) must be included in discussions/findings/decisions. Note: More traffic lanes = more cars and trucks = more pollution and long-standing gridlock. The Broadneck Council of Communities, a coalition of neighborhood groups rooted on the peninsula east of Annapolis, has stated that additional lanes of traffic along the corridor won’t result in smoother travels — it will be quickly offset by greater demand. Also, the governor’s comments signaled that the routing decision was made “several years ago.” Then, the environmental impact statement confirmed it with its endorsement of the Bay Bridge route. Note: We believe that the new MD Government(s) beginning in 19 months should make long term bridge decisions, not the current administration. In the Report, the authority outlined four potential alternatives to a bridge: electronic no-stop tolling, a ferry service, bus rapid transit and a new rail line. The agency eliminated all of those as stand-alone options. We believe this decision is a big mistake. Note: the change to electronic tolling is already established. State compensation and mitigation is needed right now for problems on Kent Island created by existing bridges: bypasses for residents, improvement of State roads, a bridge over Cox Creek to link Stevensville and Chester on the south side of Rt 50, etc. In addition, State and local governments need to develop a fully operational and interactive system of busses, etc. to deal with current problems. Finally, the State must conduct a study of the impact of Delaware’s super through-way connecting to Rt 301 in Queen Anne’s County. Sincerely, [Names Redacted] Kent Island, MD
592	We live very close to the Bay Bridge on Holly Beach Farm. We have lived here for the past 30 year, witnessed and suffered the growth of traffic every year and the loss of access to our home almost every summer for the past years. There is currently no traffic control on Skidmore Road leading to the bridge ramp that bypasses slow or stopped traffic on Rt. 50 other than a sign that says "Local Traffic Only". The posted signs are not adhered to by the offending motorist nor enforced by law enforcement. The traffic on Skidmore is so horrendous that emergency vehicles would find it impossible to reach our homes on Holly Beach Farm or others along the road in the event of an emergency timely to avert a disaster. Unfortunately we personally have sustained both fire and hospital emergencies in recent years, but fortunately they occurred during the week and in the evening. Notwithstanding all of the studies, an addition of a third bridge at the existing location will only encourage more traffic and further complicate the air and noise pollution and traffic congestion we now experience. What ever solution if chosen, Skidmore will remain a problem and needs a solution. There is a proven solution to the blockage on Skidmore. INSTALL A SWING GATE AT THE ON RAMP to close the entrance and allow only bridge maintenance trucks and emergency vehicles to enter the ramps from that location. The sign wording on Skidmore Road would change to "NO ENTRANCE TO BAY BRIDGE - EMERGENCY VEHICALS ONLY". Violators will soon realize their misjudgment and hopefully not repeat. As an affected resident, we will have no problem going down the road and entering on to the Rt. 50 traffic as others. Please contact me if I can be of assistance.
593	To whom it may concern, For the six years I have been a resident on the 214 peninsula, there has been a great deal of concern shared over the over building and the lack of infrastructure needed to support building homes, schools, businesses and protecting the watershed. There has not been any action to improve the infrastructure of the roads to handle what’s already happening on the peninsula and to think that we would add more traffic through flooded roads is unconscionable. The damage to the watershed has not been studied significantly. We are already seeing a negative impact to the wildlife on the peninsula and adding more traffic will put small children and animals at risk that live and play here. For the working people living on the peninsula, this would add time to their commute on both ends making living here less desirable.

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	The only acceptable answer is a third span of a current bay bridge. Thank you [Name Redacted]
594	What, no tunnel options?!! Was this not even considered? It seems the best locations for a tunnel would be in the Flag Ponds area to the south or Carroll Island/Pools Island in the north. Analysis of more precisely who uses the current Rt 50 crossing would be instructive. The current and projected (2040 & beyond) percentage of vehicles from 1) the Baltimore region and 2) the Washington D.C./Northern Virginia and Southern Maryland areas would drive the decision. If the greatest diversion is from Baltimore region traffic, place the crossing in the north (Carroll Island/Pooles Island). If the greatest diversion comes from D.C./N VA/Southern Maryland traffic make it to the south (Flag Ponds area). Finding reliable costs estimates for this option (dollars per mile) is difficult. However, publicly available estimates range from $30 to $500 million/mile. Each route is about 8 miles producing a range of $240 million to $4 billion. Fund it with increased tolls at the current crossing (i.e. those who will use it or benefit from it pay the bulk of the cost). It will take at least a decade to complete the required studies, design, etc. Make these funds protected by law, bank and invest the funds, then use them to complete the build. The northern route would leave the western shore along the Carroll Island Road area and arrive on the western shore north of Fairlee Creek. The southern route would leave the western shore from Rt 4 at Flag Ponds Parkway and arrive on the western shore on Taylors Island near Route 16. There are always pros & cons and not everyone will be happy. However, these options seems to produce a greatest good for the greatest number, minimize the environmental impact, produce the lowest impact to commercial & recreational marine traffic and most importantly, dramatically reduces the congestion at the current crossing improving the quality of life for both those crossing the bay and those living in the area of the current crossing. Now come the slings and arrows, but this option should receive serious consideration.
595	Dear Bay Crossing Study, My name is [Name Redacted] and I am a citizen of Pasadena, Maryland and live in a community that would potentially be affected by the installment of a new Bay Bridge within Corridor 6. First of all I would like to thank all the people that are involved in this study. There was a lot of hard work to prepare this report. I am an environmental specialist and empathize with you to preform this massive assessment. The Pasadena area, specifically the Lake Shore region, is a beautiful residential and community area that has some natural beauty left, in comparison to other developed areas in this region. I am a new resident as of 2018 and enjoyed moving to this area because it's close to everything but also has a sense of nature (I am originally from Cecil County). That being said, I have a few questions: 1) How will you regulate and decongest traffic on route 177? It is already congested and there is only one way in and one way out. Will there be over passes built? Are you fully aware of the existing traffic patterns and traffic density already in place? 2) How will you compensate homeowners for potentially decreasing their home values or buying them out to construct a wider highway? Will you look at existing home values and offer that price? I understand that you will experience the "not in my back yard" attitude from many citizens. I too have a very similar attitude. If this is truly inevitable, how do you plan to pump life back into our communities? How will you help me plan for a longer commute to the grocery store? Human beings are creatures of habit and generally don't like change. Sometimes change is for the greater good and it's inevitable that a portion of the population will suffer. My question is, how will you ease the pain of the suffering folk? Have there been studies of communities that have previously experienced this issue? I am very against this plan until detailed plans for the community, and traffic relief are developed for the public. Forgive me if they are already publicly available. I would love for someone to point me to the specific resources where I am able to view them. Thank you for your time, [Name Redacted]
596	My comments involve those rare cases when someone irresponsibly drives the wrong way on the street, roadway, or bridge. My concerns are for the drivers of the bridge. I recall of a few incidents where drivers drove recklessly and thoughtlessly into drivers, killing many innocent people. There is an apparatus that the Police use to capture a runaway vehicle that resembles uplifted metal spikes attached in a row that are pulled across the roadway and are lifted up to flatten the tires of the car going across it. I am thinking to have those deterrent strips installed across the bridge, at strategic points, as a way to stop reckless drivers from driving the wrong way across the bridge, into oncoming traffic, with the first strips being at the initial entry and exit openings of the bridge. This would save many lives.

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597	A third span of the bridge isn't desperately needed. Anyone who regularly travels that bridge has sat in unbearable traffic, even during COVID. Pittman needs to pull his head out of Joe Biden's [Offensive Language Redacted] and come up for air. He's an idiot.
598	Please do not pass the corridor 6 Bay Brodge route through Mountain Rd (MD Rte 177). We live on a one way in/out peninsula that already gets huge backups whenever there is an accident. There are also 4 schools that would be affected by traffic backups and accidents.
599	Mr.Governor, I am writing to you today to plead with you to please consider NOT going forward with the new span of the Bay bridge into Stevensville. Removing the tolls in theory should help with congestion but congestion is a very real problem. As time passes by,route 50 to the beach is becoming bumper to bumper traffic for most of the route. We need to reduce traffic on rt 50 all together. If a bridge is put up north then it will reduce traffic for the whole rt 50 corridor. Please please consider the people that literally can not move anywhere in Annapolis and on KI on weekends!!! Please help improve the residents of the effected counties quality of life on weekends and trying to get home from work in the evenings. Thank you for taking the time to read this, [Name Redacted]
600	My wife and I live on the Broadneck Peninsula. 25 years now and we are upset that you are considering putting ANOTHER Bay Bridge along Rte 50 corridor. From thursday evening til Sunday evening, we are literally landlocked from traffic. East college Parkway is bottlenecked from tourists looking to get around the traffic mess of 50. Thanks to WAZE. We cant even invite friends over because they cant get to our home. Please take a hard look another location.i voted for you last election and i can tell you that 40,000voting folks here are watching what you do. Thank you.
601	Move the bridge south and replace the Oxford bellveiw ferry.
602	My comment is no new bridge for cars. I would support a ferry and/or some type of mass transit solution.
603	I believe the current best option is corridor 7 as it relates to environmental impact and minimal regional change/impact. Considerations would really only be the infrastructure leading up to the bridge, primarily on the eastern shore with the increased bridge(s) capacity and if bottlenecks would only be 'shifted'. Alternatives would be corridor 6, which would only benefit 'splitting' the traffic but existing infrastructure would also need to be evaluated and built up as well with the influx of traffic in those areas. I don't believe going further north would make much sense as I would be concerned about the already congested beltway and surrounding area and the additional traffic, but also, there is simply the alternative of traveling up and around the bay at that point which depending on where one travels from, the travel time impact may be neglible. Going further south with corridor options of 11, 12, 13 might also be good options that might 'pull' the DC traffic away from the current bay bridge and congestion from northern anne arundel county. My only concern would be impact to many of the 'small towns' on the eastern shore. With all that said, I do believe the bridge option is the most impactful to future traffic considerations and should proceed, but an additional travel option should also be considered in parallel. I know there are a number of people that do struggle with traveling these high and long span bridges. I imagine any new bridge would also be similar in nature to accommodate large ships and therefore not addressing this particular concern. While I don't personally have an issue; scared drivers may lead to other 'issues' such as accidents and congestion on bridges and therefore a 3rd travel option for traversing the bay should be a ferry service. While this won't handle the volume in lieu of a bridge option and, as such should not be considered as the complete sole solution, it would certainly complement the overall volume need and may even support travel/tourism for the state. I would also recommend the ferry crossing to be more on the southern bay to points in more 'rural' small town eastern shore points of interest. If walk on's and trourism is part of the ferry's marketing strategy, this would only complement revenue generated for those travelers that would prefer not to take the bridge(s).
604	Refer to subsequent section for scanned letters and email attachment comments.
605	I have several comments on the Draft Environmental Impact Statement: 1. Whatever option is chosen, there MUST be a suitable facility for pedestrians and bicycles. This should be at least a 15' wide multiuse path that can safely accommodate walkers, runners and cyclists simultaneously. It must include observation areas overlooking the bay. This was done on the Mario Cuomo (was Tappan Zee) bridge in NY. It is spectacular and a huge tourist attraction in addition to allowing bicycle commuting. 2. Make it adaptable to for rail. If there is demand for rail service to the eastern shore, a portion of the travel lanes should be able to be converted to carry the weight and stresses imposed by 2 rail tracks/cars. We have no idea the future of personal automobiles so this other mode must be possible if conditions change. 3. Given the end of life of the existing two spans on corridor 7 is less than 50 years, and as time goes on maintenance

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	costs will increase rapidly, rather than build a "third" span, just reconstruct the crossing in a single span now. The crossing should have 3 travel lanes in each direction to match the lanes on both approaches, shoulders on each side of the 3 lanes for breakdowns and the multiuse path on the south side. Ultimately, a new bridge satisfying these criteria and removing the old spans immediately after would save maintenance costs in the long run, allow for the facilities required above and provide the sought automobile congestion relief. Best regards, [Name Redacted] [Address Redacted]
606	This comment is submitted in opposition to the building of a 3rd bay bridge. Anywhere. The state should choose the No Build option. We do NOT need another bridge. There are many reasons why this bridge should not be built. First, the need for a new bridge has not been demonstrated or proved. The data used for justifying this construction is years old and outdated, and does not take into consideration new travel patterns or the new, high-speed toll collection at the existing bridges. Second, alternate methods for reducing and eliminating summer weekend congestion, such as variable toll pricing based on time of day, have not been tried. Rewarding people with lower tolls for off-peak travel, and discouraging peak travel with expensive tolls for those busy times would have a positive effect on congestion. Combining this with new high-speed toll collection for west-bound travel as well would ease congestion going both ways (tolls would be halved each way, but a toll payer would pay the variable rate applicable to the time period traveled east-bound and west-bound). Third, building a bridge at any of the 3 sites proposed would destroy valuable wetlands, forests, and habitat, not to mention farmland. The areas chosen for consideration are fragile. A third bridge would accommodate the people of the western shore at the expense of the people of the Eastern Shore. Please, let's not pave over any more Chesapeake Bay paradise just so people can get to the beach more quickly. Fourth, if a third bridge were to be built at the site of the current bridges, it would mean that Sandy Point State Park in Anne Arundel County and Terrapin Nature Park in Queen Anne's county would cease to exist. Sandy Point is one of only two state parks on the Chesapeake Bay, and hosts more than a million visitors a year. People come from all over the Baltimore/Washington metropolitan area to enjoy the beaches and picnic areas. And Sandy Point has the state's busiest public marina and boat ramps, of which there are 22. Terrapin Nature Park is a popular stopping off point for migrating birds, with over 245 species reported, and attracts thousands of walkers, nature lovers, and bird watchers. The reason for this richness is the diversity of habitats contained in the park, including tidal marshes and ponds, woodlots, hedgerows, beach shoreline, and views of the open waters of the Chesapeake Bay. Finally, there is no need for a third bay bridge. A third bridge would just encourage more people to travel at peak hours, and then what? Build a fourth?
607	This is the right place for the Bridge. While the changes to tolling will help traffic in the short term, this bridge is needed for the long term increases in traffic. Building it in a way that will allow for a mass transit line to be added in the future will be wise. This should be moved forward with as much speed as possible.
608	Has there been any discussions on the 3rd bridge being more driver friendly? The current bay bridges are often thought of as some of the more scary bridges in the world. Maybe adding more room between the main lanes and the sides of the bridge? Having solid railings instead of open railings/guardrails Maybe figuring out to reduce the incline of the bridge.
609	Any reasonable person finds alternates because things don't always work out as you might like. A stock portfolio should have some stocks, some bonds, - some high risk, some low risk. One applies to several colleges in case there isn't a perfect match. Putting another parallel bridge next to an already crowded corridor is more than an accident waiting to happen - it is gridlock in its ultimate form. A shooting on the Bay Bridge, a jumper on the Bay Bridge, high winds on the Bay Bridge - not to mention construction or minor fender benders can produce a nightmare not only for those attempting to cross the bridge but fo those who just want to go to their local library, or sport event, or the rocery store --or a doctor's appointment or emergency. Please find an ALTERNATE route to cross the bridge besides the Bay Bridge Tunnel or 95 North.
610	I am opposed to another bridge crossing in the Broaqdneck area. The traffic is already congested. Many weekends, I can't leave my house because of the back-ups. A short trip to the library or grocery store turns into hours of bummper-to-bumper. I live off the access road. If anything, I would like to see a third lane on the access road (East College Parkway) to enable residents to turn into their communities. [Name Redacted] [Address Redacted]

#	COMMENTS
611	I live in Podickory Point - a community just west of the Bay Bridge and Sandy Point State Park. Between the popularity of the park and the weekend brdige traffic, it is nearly impossible to leave my house even for a little errand on a weekend. To return a library book or pick up a few groceries easily can turn into several hours sitting in traffic. If nothing else, I have suggested a third lane on the "access road" - or East College Parkway - so homeowners can turn into their neighborhoods. I am not alone in putting my blinkers on and getting into an empty on-coming traffic lane when I am a few cars away from the entrance on Log Inn Road. Otherwise, I can sit for 30 minutes or more! Having another bridge crossing in the same location that is already over-burdened also seems impractical for myriad reasons. One single accident can tie up traffic for hours. Already this year, the bridge was CLOSED causing major back-ups because of a jumper. High winds can also cause closures along with accidents. At least having another location could spread out the mitigating circustances and provide alternate plans. The only alternate currently is rerouting all the way to the bridge-tunnel in Virginia or going north on 95 through Delaware. Please do NOT put a parallel bridge on the Broadneck Peninsula! [Name Redacted] [Address Redacted]
612	Objection to the MDTA's selection at the Rte #50/301 Broadneck Peninsula location for the 3rd span of the Bay Bridge. for the bay bridge expansion. As of right now on Fridays and Saturdays it is near impossible for home owners in the Broadneck pen. area to get to their houses due to general traffic using residential roads to get across the bay bridge. Adding another bridge would make the area nearly inaccessible. If this expansion occurs, many families will need to relocate and move out of the Arnold area in order to access their home on weekends.
613	Option 7 would not alleviate any existing issues, only cause more as the existing infrastructure is not being enhanced to accommodate the increased flow further down the road. Since the removal of the toll booths, traffic jams have only been moved down the road so now you sit for miles at the Rt 213, Rt 404 and Easton's 309(Airport) lights. Move the all the DC/Virginia traffic south away from Kent Island! We are not able to leave our homes Friday-Sunday due to extreme traffic congestion. Enough is enough and its becoming a life and death situation in the gridlock that occurs ALL summer long (May-October)
614	The South River Crossing on 214 would uproot way to many people its already congested not practical. Has anyone even thought to go south to really allieviate the traffic?
615	I think it is important that any new bridge not only be for automobiles. The bridge should also at least include separate protected bike lanes going both eastbound and westbound. Bicycles would put much less wear and tear on a bridge and finally enable those who are not car dependent to cross the Chesapeake Bay.
616	Construction of a third span in the existing bay-bridge area, as an attempt to reduce congestion, is flawed from the onset. In his 2017 study, Ronald Milam and his research team reviewed various studies documenting the induced demand effect. They found that for every 1 percent increase in highway capacity, traffic increases 0.29 to 1.1 percent in the long term (about five years out), and up to 0.68 percent in the short term (one or two years). This means that in less than 10 years from commissioning of the third span, congestion will be equal to or worse than current conditions. Additionally, construction of the third span fails to take into consideration the roadways used to access the bay bridge area. The Severn River Bridge is the primary access route for motorists approaching the bay bridge and serves as a constriction point. Expanding the number of pathways across the bay doesn't change the number of pathways across the Severn River, one. Once across the Severn River, access pathways to the bay bridge does expand but on secondary roadways through primarily residential communities. Some motorists attempt to circumvent US-50 via MD-179 or MD-2 but this only inflates congestion on the Broad Neck Peninsula. If accidents or backups occur on any of the access routes to the bridge, the whole peninsula comes to as stand still as motorists attempt to reroute through neighborhoods on streets not designed to support the volume they experience. Expansion of the bay bridge to include a third span will not reduce traffic and will only expand congestion throughout the Broad Neck Peninsula. An attempt to solve one issue will only serve to highlight others in the area. Selection of a new site for a bay crossing is the only feasible option to prevent huge unanticipated costs that will be felt by residents of the area in the form of excessive road maintenance and further expansion of highways/roadways in the already constricted area.
617	Please stop the study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Anne Arundel county and all of Maryland. Our roads are already too crowded increasing our drive time to get to and from work on normal days. Friday's and weekends drive times anywhere near in Anne Arundel co near rt. 2, rt. 50 and 97 are horrible. Please do not do make this worse! Find a new location for the bridge.

#	COMMENTS
618	My husband and I have lived in the Broadneck Peninsula since the early 1990s. We abut the Corcoran Environmental property and Sandy Point State Park. We walk and bike in the park 4-5 days per week, year-round. We especially enjoy the several pairs of nesting bald eagles that call this part of the bay their home, as they have for many years. Needless to say, the park, the bay, the wildlife and the wetlands in our area should be of utmost importance in the decision to build a new bridge. The decision to build the current bridge was made over 70 years ago when the Broadneck Peninsula and Kent Island were sparsely populated - certainly not the vibrant places they are now, filled with restaurants, family homes, and small, local businesses. At that time route 50 still had stop lights. It's a different world, and all of these factors MUST be considered before a decision is made. The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume, and the metric used was based on not much more than a one-week period. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 did not include a study of all the costs of the approach road corridors on either side of the potential crossing sites. These important roadways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in the report. Nor did the Purpose and Need statement include an overall evaluation of the effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living in the Broadneck Peninsula and on the Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. The study also did not include any of the concerns or input by Anne Arundel County, the Broadneck Peninsula, and Queen Anne County - the areas which would be most affected by a new bridge, specifically: • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? This study should be stopped and a decision postponed until the critical issues have been properly evaluated by the MDTA. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires answers to the questions raised above which may point to another alternative corridor - one that may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits, including a more direct path to Ocean City from Virginia and the Washington DC area. Please have this process reconsidered and do it right.
619	The study is incomplete and a sham. The study results should not be considered until a full and complete purpose and needs study is completed. There were many factors that should have been considered for the state's long term needs (environment, wildlife, wetlands, local and other traffic impacts, community impacts, the limited spaces available at Broadneck and Kent Island, traffic emergency situations, impacts on Easton and Cambridge) but were not included in the study for the sole reason that study would be completed cheaply and quickly. Simply selecting the option that provides the quickest way to get the most traffic to the beach is not the best for all of Maryland. As the morning of May 8 revealed, one important consideration should have been that with the route selected in the study, in emergency situations, both the Broadneck peninsula and Kent Island would become complete choke points for the span -- as they are now but with additional traffic even more so. The police activity of May 8 closed completely Route 50 for a good period of the morning. Additionally, the three wrong way accidents in the previous few years demonstrate that the Broadneck portion of Route 50 is currently sub standard limited access highway and the all exits on Rt 50 on Broadneck should be re-engineered before any talk of adding traffic. Also the new study short changed the impacts of the new Rt 301 bypass in Delaware as the study was completed or well under way before the bypass was fully operational. It will take at least a couple of years for the amount of traffic on the bay bridge to normalize with the new bypass, and this was not sufficiently accounted for in the study. The integrity of this study was further hindered by the Governor who stated that the route chosen "was the only route I will accept" well before the completion of the study. Who at the MDTA is going to find a recommendation against the will of the Governor? Neither Broadneck or Kent Island can sustain the amount of traffic contemplated in this study and I urge the MDTA and the Governor to perform a more complete study of alternatives.
620	Refer to subsequent section for scanned letters and email attachment comments.
621	Agree with corridor 7. The other options such as Pasadena would require loss of homes, adding to already high traffic , much disruption to residential communities and higher costs .

#	COMMENTS
622	Now that we've experienced a pandemic and a shift towards telework/flex schedules, I'm working if another alternative could be developed from lessons learned from our previous experience. I know it seems way outside of the box, but instead of investing in a 3rd span, what about tax credits or other incentives for employers to promote telework to reduce commute back ups (and carbon emissions!). Additionally, there could be some innovative financing/incentive plan to entice vacationers to vacation mid-week to help reduce the travel back ups on the weekends. I would be interesting to crunch the numbers on tax breaks vs. infrastructure investment.
623	Refer to subsequent section for scanned letters and email attachment comments.
624	As a person moving to the Eastern shore of Maryland twenty years ago, and traveling from Centreville to Columbia for sixteen of those years, I am very against a third span being added anywhere near the current bridges. Traveling back and forth all that time I could see when and where the horrible traffic backups were. Currently the roads even leading up to Annapolis are backed up on a daily basis. When Thursday afternoon rolls around it is even worse due to so many people taking an early weekend trip to the beaches. Many government employees' work schedules that they have off every other Friday. With that, they head to the beach after work on Thursday. The back up continues from early Thursday afternoon up thru at least 7 pm. Traffic CRAWLS. Even with three east bound lanes open at once the back up of course continues all the way up to the bridge and onto it. (Not to mention if you travel into the head-on traffic which i detest and is so dangerous!) Fridays are just as bad. Traffic on the weekends is congested again. Backups at time extend all the way back to the 50-301 spilt. It is so utterly frustrating to try to go anywhere. Travel on Kent Island for people who live near or on Kent Island is a nightmare. I am a member of Kent Island Yacht Club and like to go there on the weekend. It has taken me as long as one hour to get there from my home in Centreville. Normally it takes no more than fifteen minutes to make this trip. If a bridge/lane is added anywhere near or next to the current bridges to dump out onto Kent Island the traffic situation will only get worse. It will not alleviate any of the back ups, in fact, they will just be dumping more traffic onto Kent Island and make it even worse for locals and commuters to get around. Many beach goers get onto back roads which are for locals, and then that is a mess too! Much of the traffic on the weekends is coming from the Virginia /DC area. It is all combining with locals that commute daily. In my opinion, a much better plan would be to put a third span in a location that would take traffic from the DC/Virginia and lower western shore areas that would bypass Kent Island area all together. The bridge should end up connecting with the eastern shore somewhere around the Dorchester County area. The Calvert Beach area straight across the bay to Dorchester Co is much more feasible. DC commuters could travel straight down the western shore and cross to Eastern shore there with much less congestion all around. Commuter traffic will only continue to grow over the years, and the very best option for all Marylanders needs to be carefully considered. As someone who had the frustrating commute for so many years, im pleading with you to consider not building that bridge anywhere near the current bridges
625	This is hugely expensive. It does not consider the effects of covid on telecommuting. Less people may be using the bridges daily. As they work remotely, they are more able to go to the Eastern Shore during the week. It is a problem just during the summer months. We would be spending a huge amount of money for year-round solution to summer problem. I would prefer that we investigate a fleet of ferries, preferably solar/electric powered. The number of ferries in operation could be increased or decreased based on demand. Seattle runs ferries successfully. Building another bridge is truly a boondoggle.
626	This is one of the most critical transportation decisions of the next 100 years for Maryland and the methodical nature of robust investigations of impact and costs must be robustly prepared and compared to the long term economic and social effects of the decision. Please exercise your fiduciary responsibility to ensure the data collected is complete and supports the best, most logical, conclusion possible. The infrastructure around the existing RT 50/301 route is at its limit. Plus the effects on both sides of the bay demonstrate impressive efforts to manage growth and balance congestion. Can this path sustain doubling or tripling traffic or could other paths provide new expanded opportunities?
627	Hello Please do more thorough study . The Broadeck/Kent area is already overwhelmed today with weekend summertime traffic . Also if you can do anything to keep cars on the highway and out of local streets during the heavy traffic times please do so. This causes gridlock that is dangerous to public safety. Thank you Regards [Name Redacted]
628	the Red line costs a fraction and would carry 29,000 people a day and was called a boondogle a third bridge will be needed a couple dozen days a year and isn't a boondogle at 4times the cost.

#	COMMENTS
	I fail to understand the thinking behind these decisions this bridge is not needed and the NO BUILD alternative is the only viable option
629	NO BUILD BAY BRIDGE IN PASADENA, MARYLAND - BUILD TRIPLE SPAN AT CURRENT LOCATION - CAPE ST. CLAIR - KENT ISLAND PROVIDE NEW AUTO FERRY SERVICE - CHESAPEAKE BEACH - OXFORD, MARYLAND SOUTH CHESAPEAKE BEACH FERRY SERVICE COULD TAKE SOME TRAFFIC FROM WASHINGTON DC, VIRGINIA & AWAY FROM CURRENT BAY BRIDGE.
630	Traffic is already heavy on the Bay Bridge and approach roads and it will only grow worse as the population increases. We definitely need a third bridge. I prefer a crossing at a location other than the existing bridge to take some of the load and congestion away from the existing bridge and approach roads. Alternative 8 appears to be the most promising in this respect, especially if it was accompanied by a widening of Route 50 between Easton and Route 404. However, any of the build alternatives would be far preferable to the No-Build alternative. Selection of the No-Build alternative would condemn the area to steadily increasing congestion and a decline in the quality of life.
631	I live on Kent Island, it would be nice to know where the third span would come on the island. Corridor 7 is vague, specifics would be appreciated. Thank you, [Name Redacted]
632	I wholeheartedly support the inclusion of a separated bicycle/pedestrian lane in any new bridge. This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed. Please specify a separated bicycle/pedestrian lane as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland.
633	I've said this once before. Cambridge NEED this bridge. It's about time for some Social Equity in this area. Cambridge will experience an economic impact which is greatly needed for this area
634	The City of Cambridge deserves the third bridge. The town has been neglected for decades. No jobs,no industries to speak of. Bumblebee, icelandia,Green Giant all gone. With the new bridge it would open up PAX River opportunities along with support services to the Cambridge area and the economy. The minority population DESERVES this. PLEASE PLEASE consider the people of Cambridge.
635	To whom this may concern, Thank you for the opportunity to submit public input. As a resident of AA County that lives and travels Mountain Rd. (Rt 177) daily I am strongly against the 3rd span as Option 6. There are vehicles accidents daily and traffic is already congested 7 days a week. I do agree that a 3rd span is necessary however option 6 should not continue to be amongst those considered. I support option 7. Thanks, [Name Redacted] [Email Redacted]
636	As you can imagine, since I have lived on Kent Island for 16 years, I am very much opposed to adding another bridge at our location. We suffer every weekend for 5 months of the year (May-September) with bridge traffic. The grocery store is 5 minutes from my house, but on Saturday and Sunday, in the summer, it has taken me 45 mins to an hour to get home from the store because the traffic leaves Rt. 50 and goes down the side roads. Also, if we have an emergency on the island, there is no where for the ambulances to go. They can't get over the bridge to AAMC and they can't get to the Easton Hospital either. There is no way off of this island. I know you have tried putting signs on Rt. 50 that say "Rt. 50 is Swiftist" but no one pays attention to that! It's getting worse and now that everyone has GPS in their car, they all know the back roads. Please choose another route for a new bridge! There seem to be an

#	COMMENTS
	abundance of Pennsylvania license plates in Ocean City and Bethany, so I think the most northern route would be best (#6). That way the traffic wouldn't have to go through Annapolis and cause more backups in that city either. [Name Redated] Kent Island Resident Sent from my iPad
637	PUBLIC transportation would be ideal for the environment from a central eastern shore point, with available transit, all the way to Ocean City, Md., where buses can get one up & down the city. As someone who spent over 30 years going the shore weekly from College Park I am very aware of the overcrowding of the present Bay Bridge spans. One must keep in mind that SEA LEVEL rise will dramatically effect all of the eastern shore & eventually OC will not exist where it is now. I left my property on Big Assawoman Bay too late as experienced damage in one hurricane. [Name Redacted] [Phone Number Redacted] [Address Redacted] Sent from my iPad "Few understand the enormity of the global water crisis." - (Popkin) Water is life but by 2025 2/3 of the world's population may face water shortage. [See : SNAP(Science for Nature + People) in NatureConservancy Apr./May 2016]
638	A new span is immensely needed! Traffic in Arnold is unbearable and only going to get worse! My normal 15 minute commute from downtown Annapolis to Arnold takes over an hour of Fridays, and it's not even summer yet. Back roads, community roads and one lane local roads are completely clogged with people trying to avoid traffic. Our state has been built up so much in the last 10+ years and one span just can't support the amount of traffic anymore! An additional span is beneficial for travelers and locals alike!
639	I live in Wye Mills (although my mail is routed through Queen Anne). I have lived on the Shore for 30 years. The traffic continues to increase on RT 50 year by year as new residents populate the rural areas to improve their standard of living. As someone who constantly utilizes RT 50 between Easton and Queenstown, I am very aware of the issues regarding RT 50 traffic. I live on a road that "Reach the Beach" vacationers use to get around the traffic lights at RTs 404 and 213. I also occasionally travel to the western shore for work and have to battle traffic on RT 50 to come home. My concern is that for those 30 years since I have been a resident, SHA continues to "improve" the capabilities of the roads on the western shore by increasing lanes (ie RT 50 Severn River bridge improvement) or recently by removing toll booths at Sandy Point. However, this has merely rearranged the traffic bottleneck. On the Eastern Shore, RT 50 is an absolute failure, especially between Easton and the Bay Bridge. As I said, the majority of improvements to traffic flow has been on the western shore and it seems that all the policy/decision makers are interested in is improving traffic west of the Bay. Go ahead and build a new span. You will not solve any problems, once again, moving the bottleneck between the Bay Bridge and Easton, promoting more traffic than RT 50 cannot handle. My neighbors and I will experience more problems on a small state road not designed to handle the traffic, because the vacationers merely want to get to OC and back home as soon as they can. This endangers and disrupts the lives of everyone within this community. In the late summer of 2020, SHA placed a barrier at the south crossing of RT 50 and RT 662A (Old Wye Mills Road) to prevent vacationers from using that portion of the road as they avoid the RTs 404 and 213 traffic lights. However, I am now blocked from safely returning to my home Sunday afternoon when I come back from church. This is another instance of a fix that creates more problems for local residents. To bypass this barrier, the vacationers merely U-turn at the next RT 50 crossover and proceed onto RT 662A. This was not a fix, but a disaster in the waiting. Before you go building another bridge span, think about how the residents that rely on RT 50 for their livelihood will manage the traffic. It's hard for me not to be cynical about this plan, but a new span will not solve any problems except to move them all to the Eastern Shore for the residents here to deal with. RT 50 east of the Bay Bridge cannot hold the traffic, no matter how many bridge spans you build. You need a more comprehensive plan to understand how to fix the whole "Reach the Beach" problem, and not just solve the western shore's traffic woes. Maybe you should make the new span a west direction only to move the "Reach the Beachers" off the Eastern Shore as quickly as possible. And for these RT 50 improvements, maybe you should tax OC businesses that profit at the expense of our quality of life. You also need to consider bridges across critical intersections like RTs 404 and 213 and at Carmichael BEFORE you build a new Bay span. You need increase state police presence during the summer, especially on Fridays and Sundays through Wye Mills because the SHA efforts to discourage traffic on RT 662A are not working. Be smart about this. Before you build a new span, consider improving ALL of RT 50; build bridges that remove traffic lights and beforehand, use police enforcement for staying on RT 50 by discouraging "Reach the Beachers" speeding through our neighborhoods on smaller state and county roads. There is a holistic problem that needs to be

#	COMMENTS
	systematically dealt with, and NOT managed by incremental fixes that just shift the problems literally "further down the road".
640	Hello and good afternoon. My name is [Name Redacted]. I reside at [Address Redacted]. I'm calling today to express my strong opposition to using the current location and connecting roadways to build a third bay bridge span, identified in the study as corridor seven and six. I feel if a third span were to be built in the current location, as corridor seven and six proposes, our quality of life that is already so greatly impacted by Bay Bridge traffic, would become severely diminished. I find it disappointing and frustrating that rather than alleviate the traffic that comes through the communities surrounding Route 50, the study is proposing to add more traffic to those roads. Rather than find alternatives to alleviate the incredible amount of vehicular traffic in our backyard, residents of Annapolis, where I live, and others like Kent Island and Easton and other communities along Route 50 will continue to shoulder the immense traffic burden for generations to come. I feel the study fails to properly take into consideration that when there is a backup or accident or wind advisory along Route 50, a large number of vehicles jump off of 50 and onto the side roads to shave off time. St. Margaret's Road, College Parkway, Bay Dale Drive become completely clogged. A five-minute trip to my son's school can take upwards of 40 minutes. I can only imagine the crippling congestion around the bay area -- Bay Bridge area if, in fact, the proposed corridor seven were to be built. Our lives -- our quality of life would be greatly diminished. I also think that the study fails to address a great deal of noise pollution. If more land and green space will be used for these roads, for a bay span crossing, the noise would become intolerable. I know the Annapolis area is not alone. I grew up in Cambridge, Maryland. I know first-hand the congestion along Route 50 during the summer. It backs up into historic Easton, a 10-mile backup at the Chesapeake College. The study does not reveal how traffic congestion (audio interference) would be solved by a third bay bridge crossing. I feel it's time for a point of crossing north of the current location. I'm also disappointed that alternative to reducing vehicles on our roadways received so little attention. Maybe (audio interference) but why not look at it as part of an integrated solution to get cars off the road? In conclusion, thank you. I am opposed to corridor seven as greatly diminishing the quality of life around that area. Thank you for your time.
641	I am a resident of Annapolis, MD and am strongly opposed to the selection of Corridor 7 as the preferred corridor. Our lives now revolve around the traffic patterns of the Bay Bridge. If there is a back up or accident on the Bay Bridge a trip on the roads surrounding the bridge that usually take 5 minutes can take up to 30. So, rather than find a way to ease the burden of Anne Arundel County residents we are now asked to shoulder all increased future traffic. I get it - no one wants a bridge near their home. Well, the residents of Annapolis already have one. We've done our share. Its time to find an alternate. The area around the Bridge is overdeveloped and can not withstand more development. Of your 244 page report one factor was absent - impact on the basic quality of living. Annapolis is our Capitol and we deserve a daily life that isn't completely overwhelmed by Bay Bridge traffic. According to your study, ferry service might not be a stand alone answer. But in conjunction with other options like rapid bus transit I find those alternatives to be highly favorable. Lets get cars off the road and make Maryland's future more environmentally friendly for our children. I find the selection of using the existing road work to the Bay Bridge to be brutally unfair to the residents that live near the Bridge. It is sad that some 70 years after the first Bay Bridge is built he only ingenuity we can come up with is to use the current, overused roads and bridge location to bring more and more cars to the shores of Anne Arundel county.
642	Pasadena to centerville
643	Please do not funnel even more traffic through the Annapolis/Sandy Point/Kent Island crossing. Adding bridge spans/lanes there will only exacerbate an already terrible bottleneck - not just at the Bay Bridge, but downline toward the beach. Whatever plan is implemented must divert traffic to a different crossing point and along a different path to the beaches.
644	No need for a third span period. If anything, make an upper & lower level similar to the GW bridge in NYC. The time and expense is not worth the modest convenience created.
645	No More Bridges When they built the original bridge it was to simplify the process of moving people from the western shore to the Eastern shore. The result of that simplification was an increase in the number of people coming to the Eastern shore. So much so that the bridge became clogged, and an additional bridge was built. And that made it easier for people to get to the Eastern shore so more people started coming so now both bridges are clogged. Building a third bridge will only result in the same. It will make it easier to get here, so more people will come here, and then the third bridge will be clogged. Accomplishing nothing positive but In the meantime the impact to our environment and our way of life here on the Eastern Shore will be degraded. The net result? Three clogged bridges and a decimated environment. Just say NO to another bridge. If you can use your voice to encourage people to say “we do not want another bridge“ I would be eternally grateful

#	COMMENTS
646	An upper level to the existing bridge should be built . After everyone drives through the toll, they can either go on the upper level or stay on the lower level. They would all come out together when they cross over on the eastern shore side. The upper level drivers would gradually merge in with the lower or existing level drivers. A very long time ago, I remember driving on a bridge like that connecting to one of the boroughs of New York. The other suggestion is to add additional lanes to the right and left sides of each existing bridge with the same gradual merger. I used to live near the Bay Bridge in Annapolis and familiar with the increasing traffic, so that's why I am submitting this comment.
647	As a resident of the Eastern Shore who moved here because of the rural atmosphere and lifestyle, I see many disruptions to that lifestyle already. A new bridge would only bring more of the DC, Annapolis, Baltimore culture and hullabaloo to Eastern Shore communities. A new bridge passing near Tilghman Island and St Michaels would destroy their ambiance and charm. Please, NO NEW BRIDGE!!! ANYWHERE!!!
648	Please consider another area to direct traffic over the Chesapeake Bay. As it is now, residents living close to the bridge and not fortunate enough to be vacationing on the Eastern Shore cannot even do regular errands from Thursday to Sunday evening like getting groceries, shop at retail stores, eat at restaurants, or taking teenagers to work. I cannot imagine the lost revenue Annapolis has from people that don't dare leave their homes when it's like this. It's harmful to have the traffic take over the access roads as well where people aren't comfortable driving on the very narrow roads without a shoulder and drive dangerously. Anyone in this area will say the same. I worry for my children driving as they have all encountered erratic drivers trying to find a way either to Sandy Point or trying to get to the bridge quicker. Ironically we've been stuck on our access road for 90 minutes turned around, got on 50 and gotten home quicker than those trying to bypass 50 to get to the bridge. It doesn't help when there's a sign just over the Severn River Bridge stating that the bridge is backed up. Everyone naturally goes on some Ways App that tells them to get on the side roads. I can't see the massive amount of people going through the county bringing revenue to the county. They are simply passing through-if the congestion wasn't so bad residents would be comfortable leaving their homes and venture out on the weekends bringing revenue to many businesses. Our area shouldn't shoulder the sole responsibility for the congestion that occurs -there are other options to add a span and spread the traffic out a little. Thank you-
649	Although I am not usually affected by excess traffic on the current bridge because I rarely cross and try to stay away from weekend beach traffic when I do, I want to share my concerns. 1. I am perfectly fine with building a new 3 lane bridge to replace the older span. Although it adds another lane to the current situation, I believe this extra lane is needed for safety as well as emergency situations. Two-way traffic on either span should be avoided if at all possible. This should happen regardless of any new crossing. 2. The current study seems to be a bit narrow focused and short sighted because it doesn't consider the effect on roads which would carry traffic to the new bridge. The Severn River Bridge (Rt 50) was expanded recently and cannot be expanded further without adding a new bridge here. 3. My extended family is primarily in the Seattle, WA area. There are ferries there in many places where bridges would not be feasible. I think the ferries are a nice alternative, especially for those who are afraid of tall bridges. They also make a nice break from driving in heavy traffic and would be a reasonable alternative for those whose primary objective is not to find the fastest way to the beach, but to enjoy getting there. Why not have a summer ferry somewhere in the wider part of the bay that DC and southern MD residents might find less stressful than driving all the way to Annapolis and then back south to Ocean City? I'd certainly rather take an hour ride on a ferry than drive an hour and a half. A more leisurely route could attract a different sort of tourist to the southern eastern shore. I'm guessing of course that we don't need a winter/off-season alternative to the current bridge, but a ferry could also help if traffic did for some reason back up at the current crossing. Even those from Baltimore might like this alternative to go or come from the beach a different way. Please insist that the MDTA do a proper Tier 1 NEPA study to address more issues than just traffic volume at the current bridge and use traffic data not tainted by pandemic limitations on travel. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits.
650	While I do understand the concerns of the people living near the current bridges, I think the best place for an additional bridge is by the current ones. Either beside those bridges, or between them if possible. Since the access roads are already there, there is an advantage in getting traffic to the bridges. Additional lanes will need to be added on the access roads as well. Putting a bridge in another area would be a larger problem.
651	I think additional lanes are very needed across the Bay Bridge.
652	I live on Kent Island. These are my thoughts regarding the need for another bay crossing -- 1) I only support another span at the current location on Rt 50 if it is built and designed as a supplement to the existing spans so contra-flow can be eliminated or only necessary under extreme conditions. This 3rd span should be

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	designed to handle east or west bound traffic as necessary and work in conjunction with the existing spans. 2) The bay needs more crossings at different locations from the current one. It needs one further north and one further south. The 3 proposed corridors don't address 21st century needs and funnels more traffic into the existing corridor. I think having 2 more crossings to spread traffic out more north and south would be better. A more southern crossing could also be designed with climate change in mind that could implement some flood control technology to save us from sea level rise. 3) If the state insists on forcing more traffic through the existing corridor and not expanding options for crossing the bay then they should elevate the highway from the Broadneck Peninsula through Kent Island to create an express route with a higher toll, keep the existing roadway & bridges as the local route, and plan on buying out every resident within a 1/2 mile north and south of Rt 50 from the Severn River Bridge to the Rt. 50/301 split.
653	Stop studying and start building! The current Chesapeake Bay bridge needs a third lane east bound regardless of the decision. The current bridge also needs a bicycle lane which would provide an alternate means of transportation if there was a backup at the bridge. Also add bicycle commuter lot on Westbound side. Also the current life span of the existing bridge needs to be considered. That is why investing in the current location is the best decision in my opinion.
654	The study omits many factors and does not consider the big picture of adverse effects on roads, the environment or the obvious issues co-locating three major bridges in a populous area.
655	Please include a dedicated, protected bike and pedestrian lane on the new span. Maryland is woefully lacking in dedicated bike lanes, and having this dedicated lane on the new bridge would be a huge step in the right direction.
656	As a result of the demand to alternate access to the bay bridge vs. Route 50 the communities on both sides of route 50 have been hurt. You can not go to a store or run an errand on a friday after 3 without it taking an inordinate amount of time. Additionally it is dangerous as people in their rush do not allow cars to cross roads that do not have light because at one time there was no need for them. College Parkway has become a parking lot backing traffic to Governor Ritchie Hwy. Church Road just as bad going to College Parkway. A solution is needed moving traffic from these residential areas. Thank you [Name Redacted]
657	I always wanted to know why there can't be a bridge from indian head/Bryan's Road Area to the woodbridge area in virginia if you look on the map it makes perfect sense
658	Do not proceed on a third span at the current crossing site without a DEIS and FEIS as well as impact studies for the greater county including the Severn River Bridge, Route 50 from Annapolis to Lanham and Route 97 which all have MAJOR traffic standstills of their own. Replacement of the original 1952 span with a new bridge would be an improvement to the proposed 3rd span.
659	Corridor 7 should be the best choice due to it requiring less work and less destruction and impact to existing residences. Unfortunately I wouldn't be surprised if it just changes the choke points. I would support high tolls at peak times for travelers, not Eastern Shore occupants trying to get home. Maybe push week long rentals to flip on weekdays instead of weekends.
660	Please provide biking and pedestrian access lanes in the bridge design.
661	The Bay Bridge Crossing Study is inadequate as conducted so far. It has not sufficiently considered all factors and should be paused until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process. 2. Anne Arundel County, the Broadneck Peninsula, and Queen Anne's County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. 3. The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne's County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. 4. Data used for the traffic evaluation was inadequate, too limited in time, and conducted during the COVID-19 pandemic, which has dramatically (and temporarily) affected traffic patterns. Making long-term projections based on traffic data collected during this period is troublesome. Other questions:

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	- How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? - Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? - What happens to the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? - What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? These roads frequently become clogged already – attempting to feed even more traffic on these roads to an additional Bay Bridge at the same location will only make that congestion worse. A decision should be made only once the answers to the questions raised above are found and carefully considered. An alternative location may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
662	2/25/2021 From a longtime eastern shore resident. Summer traffic is HORRIBLE. We cannot withstand another bridge or lane on the shore. It is already IMPOSSIBLE to leave our homes and travel about Kent Island on a Saturday or Sunday evening! This can be life threatening in an emergency! Also it keeps us STUCK in our own homes because the TRAFFIC insists on taking our backroads in a FUTILE effort to surpass Route 50 thinking "they" will get closer to getting ON the bridge quicker. Absolutely ZERO regard for our quality of life IF this additional SPAN is built! Mass exodus from this area! Rethink this position and build elsewhere and SOONER than later please! Wildlife is already suffering on Kent Island because of "over development."
663	Please do not build a third span with the sole intention of accommodating more drivers. We need to think bigger and be less dependent on individual automobiles to travel to and from the eastern shore. I beg you to consider viable mass transit options as alternatives before building yet another highway. Mass transit would be more sustainable in the future and would be better for the environment in the long run. Weekend/day trippers do not always need to drive to the beaches and clog local roads. I don't live anywhere near the proposed areas and think this is a terrible idea. This is 20th century thinking when we're over two decades into the 21st century.
664	A new second corridor is needed for when incidents happen within the route 50 corridor but not on the bridge themselves. Incidents like the one today (5/8/21) would not be solved with an additional bridge in the route 50 corridor. A second corridor would provide the needed relief and accessibility.
665	Dear Project Team, I wish to offer a suggestion for expanding the travel lanes to the existing bridge spans. It may be possible to cantilever new travel lanes to both sides of the existing spans. Using diagonal steel bracing attached to the existing steel structure, mainly from below and occasionally from above, new single lanes could possibly be attached to both sides of both of the existing bridge spans. Thank you.
666	I feel the most logical place to build the 3rd span is between the two existing spans. It is the least disruptive of the location. The infrastructure is in place. Environmentally it's probably better. Would also probably cost less. Also let's you shut one down and still have traffic no worst than now.
667	Has anyone looked at the possibility of making a crossing closer to Cambridge or further south and that would eliminate lots of traffic and create better driving with less congestion. You could go over off of route 16 in Cambridge and come close to the Calvert Cliffs Nuclear power Plant. This seems to be the narrowest point in the bay. People on the Eastern shore would not have to drive so far north or south to get over the other side of the bay. Not sure what the impacts would be in these areas.
668	We live in Grasonville within sight and sound of Route 50 as it passes over the Kent Narrows Bridge and continues past Exit 48B. We have a birds' eye view of the weekend traffic backups in our area throughout the summer. We seldom make any travel or shopping plans on weekends because we are held hostage by the stop and go traffic which floods Kent Island and the Grasonville/Queenstown corridor. The proposed third bridge might alleviate the backups on the bridges, but what happens when all that traffic has to merge back onto Route 50 to continue on to 404 and points east? What happens on the Kent Narrows Bridge when all those cars try to cross the Narrows to continue on their journeys? From April through October our back roads are continually jammed with cars trying to escape the highway backups and local businesses suffer along with the local citizens who can't get through the traffic to buy groceries, eat out, etc. Please re-think the location of the third bridge; surely, there are other Eastern Shore counties who could reap benefits from having the bridge cross over the bay into their underdeveloped areas. Cambridge needs all the help it can get to build up its economy and having additional traffic in that area would be a boon for them. Queen Anne's

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	County needs relief, NOT additional traffic problems! [Name Redacted] [Address Redacted]
669	Kent Island and it's communities are a nature preserve being taken advantage of. The area can not handle any more traffic & vehicle congestion. The area has been impacted by the over populated roads evidence of the amount of trash & bulky items on the roads. Every road in the area from Rt 8 to past 404 and beyond are littered with debris blown, thrown & dumped out of vehicles with no end in site. The development that is occurring will give Maryland a nice tax base but in the end Kent Island will be a little city across from Annapolis. No longer a beautiful preserve for all of us to enjoy. I want a new bridge and a route starting & ending no where near Kent Island.
670	Members of the Bay Crossing Study, Thank you for inviting comments to the preliminary selection of the current Bay Bridge site to increase traffic through the Route 50 corridor. Some of the following facts demonstrate that adding another span to the Bay Bridge will not be a solution to current traffic: 1) Crossing the Bay Bridge is not the ONLY bottleneck in current traffic along the Rt. 50 corridor. Slow-downs, stoppages and other delays occur in several locations in the western shore including: a) at the ingress to Rt. 50 from the 495 Beltway, b) at the intersection of Rt. 50 with Rt 3/301, c) at the intersection of Rt. 50 with Rt. 97, d) along several of the Annapolis Exits. The traffic jams west of- and independent from-the Bay Bridge were documented by MD Dep. of Transportation to justify the recent addition of another line over the Severn River Bridge. Although this expansion facilitated the crossing over the Severn River, it did nothing to ameliorate the congestion at points a) through d) indicated above. In addition to the traffic congestion west of- and independent from-the Bay Bridge, frequent and profound traffic delays in the Eastern shore at Rt. 50 and Rt. 301 occur BEFORE any stoppage could be attributed to the Bay Bridge crossing. Moreover, all table top simulations and actual exercises in nuclear, chemical and biological defense in which I participated during my 30+ years career demonstrated that more casualties should be expected during undisciplined evacuation than as direct fall out of most attacks. Evacuation East or West through only the Rt. 50 corridor will be unattainable without vast casualties, particularly when a considerable segment of the relatively large regional population realizes that the Bay Bridge is a mouse trap for their escape. The reality is that the Bay Bridge in the Rt. 50 corridor is approximately three hours away in good traffic from the North (Elkton) and even farther from the South (Bay Tunnel) alternatives. The only true solution to the traffic congestion in Rt. 50 is to provide alternative routes for crossing the Chesapeake Bay at intermediate distances from the current Bay Bridge, Bay Tunnel and Elkton detour. The "Northern" options could include a crossing (bridge or tunnel irrespective of federal or state jurisdictions) at Pooles Island or through Spesutia Island-Turkey Point and Rt. 282. The "Southern" options could include: Rt. 497 at Cove Point into Rt. 335 or even southern by stepping through islands like Rt.5 at Point Lookout to Smith Island to Crisfield. The objection of Islanders to the Bridge or Tunnel could be circumvented by excluding egresses and ingresses at the island in question. In any case, it would be unfair to consider the opposition of communities that never have been burdened with traffic in detriment of those communities that already are living under current traffic congestion and thus contributed already to the common good. In summary: i) adding another span to the Bay Bridge will be both, superfluous (will not eliminate the bottlenecks occurring at both sides of- and independent from-the Bay Bridge) and ineffective (will not prevent congestion along the Rt. 50 corridor regardless of a more fluent crossing). It can argued that a third span will exacerbate traffic congestion by attracting and concentrating even more traffic on Rt. 50. ii) concentrating all traffic through only one route (Rt. 50) will be catastrophic in any evacuation due to a natural or man-made emergency iii) additional traffic attracted by an additional crossing (a new span or a new tunnel) should be distributed fairly among more than one community and not overburden a single population like the one commuting through Rt. 50. Therefore I request you to stop the Bay Crossing study until a thorough "Purpose and Needs" evaluation is conducted to determine the best option for long term benefits to Maryland, with fairness to the contribution by different communities, and including strategic considerations during an emergency. Sincerely,

#	COMMENTS
	[Name Redacted] US Army (RET)
671	Please, Please Please...NO NEW BRIDGE!
672	Please reconsider the expansion of the Bay Bridge. Access to the eastern shore is too limited and the negative impact of traffic congestion in Anne Arundel and Queen Anne's counties won't be alleviated from expanding the existing bridge. Southern Maryland's economy would be boosted from having improved eastern shore access. There would also be easier travel in case of natural disaster evacuations and emergency situations. How many more people would travel to the eastern shore if access were easier? My family and I went to Ocean City shortly after moving to Maryland and found that it was not worthwhile to be stuck in that much traffic. We never went back. Improving access through the southern part of the state would make the eastern shore far more appealing to people in Virginia and Washington DC, while actually alleviating the congestion through the Bay Bridge corridor, which incentivizes travel for people closer to this area. thank you, [Name Redacted]
673	The current study on the Bay Crossing is way too limited. Anne Arundel and Queen Anne counties experience tremendous negative impact from summer bridge traffic. A third span on the Bay Bridge is not going to significantly alleviate that. It makes absolutely no sense to not build and improve a second route to the eastern shore in the southern part of the state. A second, southern route would alleviate the current traffic problem, provide economic benefit to areas in southern Maryland, provide alternatives in emergency situations (natural disaster evacuations, emergency vehicle transport, military action, etc), and be a boost to eastern shore tourism. In my personal experience, traveling to the eastern shore in summer shortly after moving to Maryland, I found that being stuck in thick traffic for hours just to get to Ocean City was not worth it for me. My family and I never went back. If traffic were lighter, I might have been more inclined to discover if there was anything else worth traveling to the eastern shore for. I wonder how many people living in Virginia and Washington DC feel the same? How many more people might visit the eastern shore from those areas if it were not so difficult to get there due to the traffic congestion? People come from 5 surrounding states to Maryland's eastern shore. Give them more alternatives and easier travel, and more people will come. thanks, [Name Redacted]
674	Traffic on the Broadneck peninsula has left us who live here as prisoners in our own homes on the weekends. And trying to get home from work during the peak beach traffic season is horrible. You all really need to find another part of Maryland to build another bridge. I've lived her for 52 years and the traffic sucks for the locals. Please!!
675	I don't understand why we are building another car bridge.
676	Please build another bridge. I live. Near the current Bay Bridges and the traffic is unbearable as traffic delays on the bridge spill over and cause awful local traffic. The traffic gets worse every year and the only thing that will make it better is another bridge, either alongside the current spans, or preferably at another location to divert some traffic away from the Broadneck Peninsula. No new bridge is not a viable option.
677	I believe corridor 7 is the best option both for residents of the western shore and Kent Island, as well as beach-bound travelers. It is most cost-effective and provides the most relief to the current spans and affected areas. I would hope if this option is selected the stoplights at the rt. 404 & rt. 50 and rt. 213 & rt. 50 are converted into overpasses. This will make rt. 50 an expressway between rt. 97 and Easton before which some Delaware beach-bound and upper shore travelers peel off at rt. 301 and rt 404. Otherwise the back-up is moved 10 miles east. The vast majority of beach-bound traffic will return to 50 for continued travel to the Maryland beaches if corridor 6 or 8 are selected. Creating a more costly third span, north or south, will simply move a portion of the congestion from the current spans to a new area, while providing comparatively minimal relief at the current spans. While this is enticing to a Kent Island resident on its face, the net reduction as show in table 5-3 of the study makes a third span in another place less beneficial to a Kent Island resident compared to improving and expanding at the current Kent Island/Annapolis site. As seen this past summer and fall with all video-tolls (thank you!) the west-bound traffic is often more congested than the east-bound traffic when a west-bound lane is used for east-bound traffic or even with three west-bound lanes operating on a Sunday afternoon in the summer. While I empathize and share the environmental and sprawl concerns of many Kent Island and Queen Anne's County

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	residents that affect is at its most minimal in the corridor 7 option. Creating a new span north or south will result is vastly more sprawl between rt. 50 and the roads leading from the new crossings further down the shore and the environmental impact is worse with corridor 6 or 8. Also, as a former 20 year resident of Anne Arundel County, moving beach-bound traffic off of rt.97 and rt. 50 will be disastrous for intra-county travel. Rt. 100, rt. 10, Ritchie Highway, Mountain Road, and rt. 450 are often stop-and-go, especially Ritchie Highway, during rush-hour now. Adding more volume to these roads will be a detriment to an already congested intra-county road system. As for moving the traffic to south county, rt. 214 and rt. 424 spill over to Solomon's Island Road and Muddy Creek road for south county, intra-county traffic will make these commutes which are often very congested impossible. These are small roads with many stop-lights. South county roads are often driven to a crawl simply by school buses during the school year, adding beach-bound traffic for those rt. 214 and rt. 424 and the spillover to the Muddy Creek and Solomon's Island is not a viable solution in my opinion. It is also the most costly of the three options and has the most environmental impact. Simply put: Five lanes is insufficient at the current crossing and investing in a span(s) in another location will not relieve the congestion at the current crossing as well as the corridor 7 option.
678	Hello. I am concerned that the State of Maryland and MD Department of Transportation are rushing to bridge the Chesapeake Bay on the Broadneck Peninsula Route #50/301. This area is already experiencing heavy traffic, and more so during Thurs-Sun. The State needs to consider an alternative location, which will put less stress and congestion on approach roads compared to the existing Bay Bridge, and which will have the added benefit of diversifying the stretches of coastline that are connected (an important factor in emergency situations, earthquakes, etc). A bridge is not just a capital-intensive project, but also one that will have ripple effects for decades on the approach roads, counties, parts of the state that it connects, and quality of life for people affected in the vicinity. Let us take more time if needed to evaluate alternative sites, and not rush to build on an already-overstretched Broadneck Peninsula Route #50/301.
679	The 3rd span of the Bay Bridge is desperately needed and the correct location is among the finalists selected. It should be near the existing spans. The cost could be supported if not completely covered by an increased toll. NYC area tolls show that a toll up to $10 is feasible for the highest peak use periods and substantially less in off-peak and off-season and commuter uses. Further, the economic development that the increased utilization would bring to both MD and DE shore communities would dramatically outstrip the cost. Both MD and DE destination counties will benefit and should be asked to help bear the burden of costs until fees recoup the costs (bonding should not be a problem for this use. For long-term planning a high-speed limited access roadway should be studied, perhaps with a public-private partnership for ownership and funding. As a former Economic Development leader in Howard County, I can't believe that Anne Arundel County Exec or anyone else responsible for the economic well-being of the communities in the path of this travel could miss the vital nature of this need and the unbelievable opportunity it presents. The responsibility of the public officials should be to encourage, facilitate, and fast track long-term planning and implementation of this vital public infrastructure, starting the immediate commencement of the additional bridge span while the enhanced roadways and partnering are developed. Federal funds should be sought due to the interstate nature of this project. MD, DE, and VA all benefit.
680	Please seriously consider moving the new bridge away from the Route 50 corridor. Adding another span next to the existing spans will not reduce congestion or traffic running along Route 50.
681	It is imperative that something be done to assist people crossing the Chesapeake Bay, however adding another span will not alleviate the massive amounts of people trying to get to it. There are plenty of other crossing areas that are relatively narrow where a bridge (or tunnel) would be appropriate. For example, continue Route 43 across to the Eastern Shore. That would help those people from the north and those coming off of Interstate 95. If the communities on the Eastern Shore do not want folks in their neighborhood, then don't add any exit ramps. If traffic can't exit, the communities can keep their local charm. In addition, with removing some of the traffic, the existing Bay Bridge spans will be less crowded. Until you have sat in the abhorrent traffic for hours and hours, you will not appreciate the frustration involved. With President Biden talking about Infrastructure, hopefully, we can get this accomplished for the citizens of not only Maryland, but the surrounding areas as well. Please do not add another parallel bay bridge. Thank you for your assistance with this very important matter especially when it appears that money may become available to assist us.
682	Eliminate bridge backup some more by narrowing Rt50 to 2 lanes sooner than just at the bridge. The last thing I want to see is faster development of the Eastern Shore. Don't add any more bridges and don't add any other mode of transportation across the bridge.

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683	I like the option adding to the two we have but they aren't the only problem. You need to expand the toll booths too, they slow things down. [Name Redacted]
684	Infrastructure development for over 50 years has expanded Route 50 roadways on both sides of the current bridge bottleneck. Expand the number of bridge lanes at the existing site to ease the bottle neck and continue to use existing highway infrastructure.
685	The DEIS study and MDTA recommended corridor are both fatally flawed. The study purpose itself "to consider corridors for providing additional capacity and access across the Chesapeake Bay" leads only to an outcome of building more roads. It is commonly accepted that building more roads results in more, not fewer, cars on the road. The increased traffic, particularly heavy truck vehicles, that has resulted from Delaware's multiyear highway changes will only increase if additional Bay crossings are available. The study's stated need "adequate capacity, dependable, and reliable travel times" are based on what and for whom? As MDTA recognizes, future traffic patterns are not now possible to estimate. The Tier 1 study uses questionable assumptions, none of which have a high enough probability for a new bridge crossing project to move forward. The study considers environmental impacts and trade-offs only within the range of options six, seven, and eight when they should properly be evaluated against the no-build option. If done so, the study's authors would have concluded significantly negative and permanent outcomes for natural resources and the damage done with increased impervious surfaces. The no-build option does not preclude a number of other traffic management measures that would meet the project's goals . For example, speed cameras and enforcement on the current spans would decrease the possibility of accidents. Ocean City rentals going from Sunday to Sunday would obviate the massive traffic flows that now occur because everyone travels to and from the beach on Saturday to Saturday rental schedules. Comprehensive plans and land use decisions at the County level on the Eastern Shore could bring more jobs and limit bedroom community sprawl thereby reducing daily commuter traffic. The introduction of sufficient broadband capacity would have a similar outcome. Better communication on the timing and duration of lane closures, i.e. better MDTA management of the existing spans, would also help with decreasing bottlenecks. This project should not move forward.
686	How does #7 reduce traffic east bound from 97 to bridge and west bound from Queenstown to bridge. It is unfair to have these areas feeling all of the impact and no one else.
687	Suggestion: Think bigger, Think bold! Don't just add a span in the current location, but plan to REPLACE the two existing spans with the new bridge (or bridges). The replacement should be designed as beautifully as the Sunshine Skyway bridge across Tampa Bay; providing Maryland an image of progress of which it can be proud. (Just image the image of a third bridge of contemporary design next to the existing mis-mached pair we now call "dual spans" - not a pretty picture). The cost to maintain the older two structures over the next 100 years should be considered against the additional cost of a larger new span (or spans) as could the salvage value of the steel in those structures (similar to the Tappan Zee / Mario Cuomo Bridge project in NY). And the new bridge should integrate lanes for rapid bus transit, autonomous vehicles, bikes and pedestrians. If this scheme seems too bold, build the new span south of the existing pair, and convert the oldest span to bus and car pool only. I hate driving on that narrow roadway!
688	I agree with Pat Lynch. https://urldefense.com/v3/__https://gcc02.safelinks.protection.outlook.com/?url=https*3A*2F*2Fwww.capitalgazette.com*2Fopinion*2Fcolumns*2Fac-ce-column-patricia-lynch-2021329-20210329-422thsirijal7chffhmfm3r5iq-story.html&data=04*7C01*7Ccgreenhawk1*40mdta.state.md.us*7C67680c1dd6b94e8d818d08d8f525fa9a*7Cb38cd27c57ca4597be2822df43dd47f1*7C0*7C0*7C637528890759142819*7CUnknown*7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0*3D*7C1000&sdata=qvwxZ*2Bjytb4sDH6RNjXBP42ujiqWkn8YvAn*2FxrA*2BIuM*3D&reserved=0__;JSUlJSUlJSUlJSUlJSUlJSUlJQ!!B5cixuoO7ltTeg!QLs1VR2Hvm5o1yABiu-rBLzH5Q5uOqAP9K2eFvmJsePCkbSKNACIcWEASazSrU2O$ Stop the Tier 1 NEPA study stopped until all these critical issues have been properly studied and evaluated by the Maryland Transportation Authority. The traffic backs up into our neighborhood and beyond. I voted for you.
689	It is ludicrous that you even have to study this situation— Put a bridge or a bridge tunnel in south county— draw the DC/VA traffic —give us a chance to survive and save the Broadneck—Our senators surely can clearly see the situation and can put this project at the top of the national infrastructure list—
690	The state's transportation priorities should NOT include an additional bridge to accommodate people driving to and from the eastern shore on summer weekends. For connections to the eastern shore, the state should focus on non-driving/transit options. For transportation priorities, the state should focus on transit and safe, convenient walking

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	and biking options. Climate change is already upon us, sea levels are already rising, and the very last thing we need is a continuation of the obsolete assumption that more roads are the solution to peak-use traffic back-ups.
691	The No Build option work work if the MDTA would manage the lanes properly on the West side of the bridge. Some days it looks like a first grader set up the lane barriers as a school project. To build another span next to the current doesn't seem to solve any problems - once the traffic gets over the bridge where does it go? Back to three lanes?? Same scenario as when the toll booth was there - three lanes to seven lanes back down to three. I would suggest a crossing at 11 or 12. This gives traffic from Annapolis and South to cross and get on Rt50 much farther down toward OC. This also lets the traffic that crosses at the current location to thin out - those that use 404 will be gone and those that are just staying local will be thinned out. To put the crossing up North would just send traffic across Delaware and onto Rt. 1 which is just as bad. That will discourage them from crossing North and ultimately coming back down to the existing crossing in the future.
692	The prospect of crossing construction presents an opportunity that occurs once every several generations--an opportunity to address wrongs done to communities that are not only under-served, but UN-served. Those groups are pedestrians and bicyclists. These Marylanders have needs that must be considered in any future traffic plans.
693	Corridor 6 wouldbe best as pennsylvanians could use it! Ritchie hwy cannot take on any more traffic
694	The state is relying on outdated traffic data from 2017 that takes into account one 7-day week in August to justify its claims, completely overlooking the other 51 weeks of the year and relying on pre-COVID data. There is not a clear need for a 3rd span, when that construction would endanger critical wetland and natural areas.
695	[Name Redacted] [Address Redacted] May 9, 2021 I am a lifelong resident of Kent Island and a business owner of two-family restaurants in Grasonville, MD. I have seen and live every day through the Impacts of the bridge traffic firsthand. I have also been a volunteer firefighter with the Kent Island Volunteer Fire Department for 42 years and have responded to numerous incidents on and around the Bay Bridge during this time. I would first like to start off saying that I feel the approach to this whole project should have been done differently and if done so, would probably not have received as much negativity. With approaching this project as “an additional bay Crossing” most people do not want another span anywhere near them, especially located next to the existing bay Bridge. This also causes a very costly study to be initiated to study a corridor of possible locations for an additional span. My suggestion would have been to approach this project as a bridge replacement project. The two existing bridges are getting in bad shape and will have a limited life span with $100’s of millions of dollars a year in maintenance cost just to keep them operational. The maintenance cost to keep the existing two spans safe and operational will continue to run in the $100’s of millions of dollars every year for the rest of their life span and they still won’t be able to handle the increasing traffic demands. The increase in traffic over the years will continue to deteriorate the bridges even quicker and raise the maintenance cost even higher. This is why I suggest approaching this project as a bridge replacement and not an additional bay crossing. The bridge replacement project should include building a new 8 lane bridge and removal of the two existing bridges. Building the bridge with an 8 lane width of usable deck surface but only using 3 lanes in each direction would give room for shoulders but eventually could be turned into a 4th lane in each direction to handle additional capacity in the future. The new bridge structure should be built low and then transition to a tunnel under the shipping channel and back to a low bridge like the Bay Bridge Tunnel located at the lower bay. The new bridge should be built using the least amount of exposed steel as possible to prevent corrosion. It would probably cost more to build a bridge like this, but I feel the following beneficial reasons would by far out way the cost. A lower bridge would use less metal and would limit the amount of exposed metal structure that can corrode from the salty atmosphere above the bay and all of the salt applied during the winter snow and ice storms. This would save millions of dollars over the years of having to maintain rusting steel. There have been issues with falling ice from the bridge structure above the roadway hitting vehicles which closes lanes causing traffic backups. A lower bridge without the metal structure above the roadway that collects ice would prevent incidents like this from happening. There have been numerous incidents with subjects jumping or threatening to jump from the bridge which have caused severe traffic backups for hours. A lower bridge with no overhead structure would eliminate most of these incidents as there would be no structure to climb and the possibility of causing death by jumping from a lower structure would not be as enticing. If the option selected was to build a separate structure next to one of the existing bridges, this would cause a lot of rubber necking and slower traffic as people driving across the bridge would be trying to see the new bridge being built. Building a lower bridge would help prevent the drivers from being able to see the construction taking place compared to a bridge being built at the same height.

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	I know that you are receiving a lot of negative letters and public comments saying that they do not want another bridge built adjacent to the existing Bay Bridge. They are not looking into the future and that is why I think that this project should be changed to like I said before, a bridge replacement project. If the public would just realize that if another location was choosing for the crossing either north or south of the current bridge like they want, the existing bridges still cannot handle the day-to-day traffic that currently exist, and the two bridges will have to be replaced in the coming years anyway due to their life expectancy. The cost to build a crossing in a different location then in years ahead having to replace the existing bridges would have an astronomical cost. In closing I feel that it would be best to replace the existing bridges like I explained above. This will have to be done sooner or later anyway and waiting will just add to the cost. This will also eliminate the need for the contra-flo traffic pattern and allow more capacity in each direction. The infrastructure for 3 lanes is already in place on both sides of the bridge. If the traffic continues to overwhelm the 3 lanes, you could expand the bridge to 4 or decide to then look at a separate north or south crossing but you have already replaced two failing bridges so no time or money would be lost. Thanks for your time and consideration. [Name Redacted]
696	Refer to subsequent section for scanned letters and email attachment comments.
697	A third span of the existing bridge is THE ONLY option. The Edgewater crossing would destroy beautiful parks which serve as the home for many local and unique wildlife. It would also cause development to explode on both sides of the bay. The Pasadena option has similar problems with future development.
698	My name is [Name Redacted]. I am the president of the Hickory Ridge Homeowners Association which is off of Route 50 in Queenstown and our community is basically isolated because of the Route 50 traffic and it is very, very difficult to get in and out of our community. State Highway is already aware of that. We absolutely cannot tolerate -- we can't abide any additional traffic on Route 50 we are trying to alleviate the traffic on Route 50 and come up with some solutions so that we have easy access in and out of our community. The Bay Bridge, in its present location, is enough of a problem that is practically insurmountable and adding additional traffic to Route 50 with an additional span is just totally totally unacceptable and intolerable and we just do not support it. We would like to see a new bridge to take some of the traffic, especially the northern traffic from Pennsylvania, New Jersey, and that beach traffic. That basically isolates us from Thursday night, Friday night, Saturday and Sunday it's a four day weekend. And even now, Monday. People are coming home from the beach on Monday. So, it's almost a five-day isolation. And we just totally oppose any additional spans on the current location and would appreciate something further north that will accommodate and take the Pennsylvania, New Jersey traffic off of the Bay Bridge. Thank you very very much. Again my name is [Name Redacted], president of the Hickory Ridge Homeowners association that is in Queenstown right off of Route 50. My number is [Phone Number Redacted]. My email is [Email Redacted] and I hope that there will be further opportunity and I know that other people in our community have signed up to speak. Thank you very much. Bye-bye.
699	New Chesapeake Bay Bridge Crossing: Last year, I encountered very high, tar/asphalt "speed bumps" (on a bridge joint?) that had been placed on all three lanes of the west-bound bridge. It was the worst back-up I've ever been in. Every vehicle heading west had to come to a complete stop to slowly cross over it. Just imagine if there had been a brand new, 4-lane, new bridge standing between the two, older bridges. Come on, doesn't it make sense, with all the lane closures that we all experience on the two existing bridges, that the new bridge should be placed next to the existing bridges? It's a wonder that there haven't been more serious crashes when the existing bridges are being used for two-way traffic. Maintenance and vehicle break-downs will continue, and the traffic volume will only increase. If the new bridge isn't built next to the existing bridges, I can't but wonder how many new, electric cars will run out of charge in the middle of the old bridges, after being in unexpected miles-long back-ups in the middle of the summer.
700	I am a resident of Pasadena, living off a RT 177. Our area is already congested beyond capacity. RT 177 is a small 2 lane road and can absolutely not accommodate more traffic especially on top of new housing developments in the area. Respectfully, [Name Redacted]
701	I am 80 years old and have lived off College Parkway in Arnold for over 50 years. Obviously there have been a lot of changes in that time, Paramount among them is traffic, some locally generated and some not. This area, in particular, has seen huge increases in traffic, much due to the two Bay crossings that we already have. ENOUGH IS ENOUGH. It's time "to share" and, in fact, make it better for folks living not only in Anne Arundel County but for those traveling from Washington D.C.

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702	This past Saturday, May 7, was a perfect example of why A THIRD BAY BRIDGE AT THE CURRENT LOCATION IS AN INSANE IDEA, not just for residents and businesses on the Broadneck Peninsula, but for people needing to cross the Bay.
703	No to the Mayo proposal. Just add a 3rd span and move forward.
704	Hi. Thank you for taking my call. My name is Francis, F-R-A-N-C-I-S, Seman, S-E-M-A-N, Sr[Name Redacted]. I live at 1315 Willow Road, Dundalk, Maryland 21222[Address Redacted]. I represent no organization. I have been a long time – few years trying to get people aware of an upper bay crossing. The upper bay crossing should be off of 695, right here in Edgemere on pillars where bridge structures and a cloverleaf off of 695 going through North Point State Park. It's approximately three miles from the Beltway to the water, shortest distance of work to be done for the approach to the bridge. And the bridge should go over to Tolchester, or an immediate area over there, however they desire to put it over there. There won't be any environmental condition here, because once the construction is done it will all go back to its normal time. There is a bike trail going through from Edgemere, North Point Boulevard to the North Point State Park, and this area could be used to put the structure for the bridge. In 20 -- in five years the traffic is going to be twenty percent more wherever you put the bridge, and right now you have a lot of traffic going down there, and I have spoke with Heather Lowe numerous times about the matter. I attended the meeting at Middle River last fall, and for having the upper bay crossing here, people will save at least a half hour plus of traffic time to get to the Eastern Shore. People have sacrificed to have the roads that we have today, so the people shouldn't be unconcerned for not having a bridge here in this location. I've covered all the options for the bridge. And it could be a cloverleaf off of the 695 here, like they have up at Golden Ring Interstate I-95. And a number of years back I talked to the engineers and told them that, you must put the road in the direction that is going, and they followed my instructions. This was about 35-40 years ago when I talked to the engineer, and you have the road that it is today. And the road that you have at Bethlehem Steel Boulevard is my input to have the road the way it is there. So, further call would be appreciated for more updating on the matter, and I can highlight more things, since my time has run out.
705	Hi, this is [Name Redacted] here I called earlier and was proposing for the upper Bay crossing and in reference to someone else calling a double Decker would save space for the bridge and for having the crossing at Edgemere on a Cloverleaf, going through North Point State Park on the trail road and there's plenty of space there and it's the shortest distance across the water. And it won't affect local traffic because it'll be on pillars or bridge structures. I have added this to my conversation for the earlier time. And like I said, it won't affect the local traffic because you'll be coming off the beltway on a Cloverleaf going through North point State Park over to Tolchester. Thanks again for hearing me again. And, uh, phone number is [Phone Number Redacted]. Appreciate your return call. Thank you.
706	Hi, this is [Name Redacted], again, another comment for the upper Bay crossing. I don't have all my notes that I had previously presented to the Maryland Transportation Authority. And I believe it's eight miles north of the Chesapeake Bay now crossing, which would be much better than having one only two miles or whatever, further north from the Bay crossing. And it will relieve a lot of the traffic coming from the Western area of our United States. Because lots of people come different ways and it will relieve the traffic and, it's going to take at least five years for you to plan and, and get this built, and the traffic is going to be that much more. I left my phone number for additional comments, I think of things and I visualize how things need to be and I do respect I appreciate you hearing me out. Thank you again.
707	My preference is to avoid the current perilous, white-knuckled drive & instead enjoy a relaxing diversion by having a ferry across the Chesapeake. The success of the Cape May-Lewes Ferry could be replicated in Southern MD. But, alas, I believe that this option has been deemed insufficient for government consideration - but hopefully not so for private entrepreneurship. Having traveled the Bay Bridge for decades I can affirm that the sprawling growth of Kent Island is NOT welcomed in currently still quaint Eastern shore towns where additional bridges & roads have been proposed. Residents take great pride in local history & want to maintain the character of their communities that are composed increasingly of summer vacationers & retirees, towns that depend upon tourism but want to maintain an economically feasible balance of full-time & part-time residents. As described in http://visualmedia.jacobs.com/BayCrossing/#boards-8-2 improvements to existing crossings would be preferred to expansion at other residential community & aquatic protection (oyster) crossings. Building new crossings above or below the existing Bay Bridge would not draw enough traffic to solve failure - the best option is to improve existing road/bridge access. http://visualmedia.jacobs.com/BayCrossing/#boards-6-2 [Name Redacted] [Address Redacted]

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	[Phone Number Redacted] [Email Redacted]
708	Hi Sid, It only makes sense to build a 3rd bridge across the Bay where the two existing bridges are located. You have the advantage of moving traffic better at this location with the least intursion to existing communities. Also, if a third bridge were, shall we say, standing a lone it would be major nightmare for travelers if it went out of service. Three bridges within easy reach of one another would be easier to maintain and chances are the footings for a new bridge may be easier to engineer and the cost probably would be more less. At this point in our State's history we need to care for the communities where people live and preserve areas for the beauity of our State. I know the economic windfall of a more northern or southern bridge would greatly increase State revenue in the long run. My concern is we are spending tax payer dollars at a alarming rate for education, welfare, and healthcare with no accountablity just because the Democrat majority has progressive programs which are failed and serve no purpose. How about trying to be a State that does not tax Social Secuity and lowers property tax. I understand the population in Maryland has increased.
709	I do not support any of the proposals for a new bridge crossing the Chesapeake Bay. Adding another bridge with additional roads/access areas is not practical, given how much private land abuts the current edges of Rt. 50. The other 2 proposed options (1 north of the existing bridge & 1 south) would completely ruin the quiet, calm, rural atmosphere of those areas. The folks who chose those areas to live absolutely would not want this unwelcome intrusion into their lives.
710	I am deeply concerned about the validity of the Bay Crossing Study and the subsequent MDTA-Recommended Corridor Alternative. No consideration is given in the MDTA document to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - There is no consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
711	NO NEW Bridge for Corridor 7
712	Refer to subsequent section for scanned letters and email attachment comments.
713	I am writing to oppose the Mountain Road/Pasadena to Centreville bridge. While I actually have an interest in getting that bridge as I live off Mountain Road and my parents live in Centreville, I feel the traffic from people trying to get to the new bridge would overwhelm Mountain Road. We are a one road in one road out. Any small fender bender and we have traffic for hours. Mountain Road isn't really set up to take the amount of traffic Rt. 50 is for people coming off 695 up north. I feel it would lower property values in the area because people would have an even more difficult time getting out of their neighborhoods onto Mountain Road. I feel a 3rd bridge should be built next to the existing bridges.
714	An additional span will INCREASE traffic. Building more highways to alleviate congestion just creates more congestion. It incentivizes increased trips which is a never ending feedback loop. We'll be right back where we are today in 20 years. Instead money should be spent to figure out how to reduce trips across the Bay. When housing is cheaper in one location (Eastern Shore) and jobs are located in another location (Western Shore) people will drive to make those trips as there is no alternative transportation. Let's make housing more affordable on the Western shore which can be done by increasing the housing stock available. Fees should be adjusted to deter crossings at the most congested times. The feeder roads can't keep up with another span anyway.
715	NO more spans near Annapolis. Right now anytime there is a hiccup on RT 50, Annapolis is in gridlock for hours and this happens on a weekly or biweekly basis all year. The best option is near Pasadena to draw drivers from Baltimore or Philadelphia to a northern route instead of

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	funneling Baltimore, DC and Virginia drivers through Anne Arundel County on RT 50. And whatever happened to the route near Solomon's that was proposed decades ago? [Name Redacted]
716	Headline tonight from the Annapolis Patch: Miles Of Delays Bog Down Bay Bridge Traffic On Windy Day Wind warnings forced Bay Bridge travelers to sit in miles of traffic on Friday. The Maryland Transportation Authority said delays ahead of the Chesapeake Bay Bridge stretched for at least seven miles Friday afternoon. (Elizabeth Janney/Patch) ANNAPOLIS, MD — Strong winds caused miles of delays ahead of the Chesapeake Bay Bridge on Friday afternoon. Backups stretched seven miles west of the crossing by 5 p.m. Delays continued past the Severn River Bridge toward Parole. end of article quote This Bay bridge traffic mess goes on 8 months of the year. This is exactly why there needs to be an alternate bridge route up by Pasadena or a southern route between Solomons and Prince Frederick as was planned 50 years ago. Everyone going to the shore should not be funneled through Anne Arundel County and Rt. 50. And, Anne Arundel and Queen Anne's County should get bridge veto rights like the other eastern shore counties. I believe the current railroaded study is called getting the results to the study that was decided ahead of time by a few 2 people, and ensuring the results desired. That is not a democracy, and this is not ancient Rome.
717	I am sending in my strong vote against the proposed third span at the Rt 50 location proposed. The Need Statement must include not only traffic volume, but also the overall evaluation of the positivist and negative effects on the region, our State Capitol, and the effect on Annapolis/Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge, and most importantly the value of having multiple avenues of access across the Bay. These important roadways/highways that feed traffic to/from the bridge and the current and future impact of a third span on the local road system must be studied and evaluated in any site selection process. The current study does not include this information. In addition, a study of all the costs of the approach road corridors on either side of the potential crossing sites was not done. These roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process. It is imperative that there be multiple locations with a Bay Bridge crossing, not just one as we currently have.
718	Dear Gov. Hogan, I would like to ask you to take a drive around Annapolis every Friday evening at 5pm and every Saturday morning at 9am for the next 4 months to get a good idea of why there should not be a third span of the Bay Bridge in Annapolis. We need another span near Solomon's Island to funnel of DC and Virginia traffic or a northern span to funnel off Baltimore traffic. It is not just the bridge but Rt 50. Every time there is a problem on 50, as in the Kent Island gunman this morning, Annapolis is in gridlock. This goes on weekly for six months of the year. There need to be other locations to get over to the shore.
719	To Whom it May Concern: I am writing to voice my absolute disapproval of the proposed span through Pasadena on Mountain Rd. This road is already unable to handle the current amount of traffic it receives. furthermore, the amount of environmental impacts will be vast and negative. There are miles of pristine shoreline in this area, along with Downs Park, which will be destroyed by a new bridge span crossing. The negative impact to the Chesapeake Bay and the creatures who live there will be immediate and last for generations. As a waterfront homeowner who must apply for a permit to simply erect a shed larger than 8x8, or remove any trees within 100 feet of the waterline, I find it to be a slap in the face of all taxpaying residents that the state would come in and slap up an entire bridge with no remorse. I will do everything in my power to fight this proposal should it progress any further.
720	[Name Redacted]. My biggest concern with another bridge being built is, where the existing bridges are is the overwhelming increase of the traffic into our community, and why isn't the infrastructure being considered first before increasing more congestion in Kent Island, Grasonville, and the Queenstown area? When the summer vacationers begin, they overburden our road infrastructure with the bumper-to-bumper traffic on Route 50, as well as jamming up all our local roads. I live in Queenstown on [Address Redacted] just off 50, and just down from the Queenstown Premi -- Premium Outlets. When the Ocean City vacationers' season starts, it is extremely difficult to cross Route 50 going West. Because of this, we try not to travel Thursday through Monday. When we need to travel and traffic is heavy, I am forced to travel East 150, then try to make a U-turn just to travel West. This is not always a safe and easy task to do. In addition, there are the summer accidents of the vehicles leaving the Queenstown Premium Outlets trying to cross 50 West to travel East, then more traffic to be added to the Queenstown corridor with the new planned community right on 50 from the Premium Outlets going East. How will an ambulance or a fire truck get to our community or communities along this corridor? With the new influx of traffic, how will they ever make it through the bumper-to-bumper traffic, costing life-saving time? In closing, I'm asking that you not build the bridge here. And if my concerns fall on deaf ears, I would like to hear what you are going to do to improve our roads on Kent Island, Grasonville, and Queenstown Route 50 corridor up to Sportsman Neck Road? I want to hear that the

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	new infrastructure will allow our communities to travel safely on roads during the summer months without the summer congestion from the Western Shore. Thank you.
721	Please do not add another Bay Bridge crossing at Sandy Point. My family lives in Cape St. Claire and our quality of life is already greatly impacted by Bay Bridge traffic and not in a good way. Friday afternoons, Saturday mornings and early afternoons, and Sunday afternoons are so bad, and now Thursday afternoon is the new Friday and many people have started coming back from the shore on Monday mornings. That is 5 days out of 7 (but who's counting?) that Broadneck peninsula residents are frequently prohibited from either getting home or leaving home, having visitors, shopping, going to sports events, doctors appointments, etc. That doesn't include holidays, wrecks, high wind days, bad weather, or bridge jumpers. All roads big and small are now jammed thanks to Waze. There is no way to take the back way home from work on Thursdays and Fridays to avoid the backups. Besides killing us with stress, the traffic negatively affects our property values despite living in a wonderful community with beautiful beaches, lots of water access and excellent schools because buyers "in the know" know how badly the area is impacted and many choose not to live in communities along the Bay Bridge corridor. To put another span here may momentarily reduce traffic flow on the bridge but the volume will increase on roads that are already beyond their limits. Why not share the misery with another community or location? Are we inferior citizens who must be the only ones to bear the burden of hordes of vacationers passing thru 5 days a week? Easton got a bypass, Salisbury got a bypass - can the Broadneck Peninsula get just a bit of the same consideration? Seriously, how is this fair? And our Governor - although I'm usually a fan - has already announced that Sandy Point is the only viable option! I'm afraid the die was cast a long time ago but I'm praying I'm wrong. Please let us get back to the land of pleasant living here in our communities. Your consideration is appreciated.
722	I would support #6 as my choice for the new corridor alternative. I believe that #7 would NOT be effective in reducing congestion, wait times and the misery of trying to get to the beach or eastern shore. I urge the committee to please pick an alternative to #7. Thank you.
723	I agree with MDOT- build new span next to the other 2- would not be as disruptive as other sites would be. [Name Redacted] [Address Redacted]
724	Good afternoon, I recommend either the northerly or southerly of the three main alternatives. Adding bridge spans at the current location creates a significant risk of having a single point of failure for all bridge crossings; anything that would shutdown the bridge or nearby entrances/exits would cause all the spans to be shutdown. Further, that option would overwhelm those locations (especially Kent Island). Either of the other two routes would surely better distribute the region's traffic associated with Bay crossing. I live on Kent Island currently, although renting a townhouse with no plan to be here for decades. Thank you, [Name Redacted] [Address Redacted]
725	I vote for a third span near the current bridges or none at all. The Mayo peninsula is already congested and with just 2 lanes would really impact current residents and make local travel impossible. The Pasadena area has the same issues. Sincerely, [Name Redacted]
726	My comments on the Third Bay Bridge Crossing: 1. It should be near the existing two bridges because general rights of way are already in place. 2. Consideration should be given to adding another roadway to either or both bridges, above or below the current roadways. Current structures would need reinforcing. Marine traffic heights need consideration for the below-roadway option. 3. Very different: Consider adding a suspended or hard-fixed roadway between the current bridges (hard-fixed does present indeterminate engineering challenges). No new in-water understructure needed but current bridge structures would need reinforcing, to include inward torque considerations. Roadway ends of the resulting structure would need widening. [Name Redacted] [Email Redacted] [Address Redacted]
727	This is to counter AA Co Executive Pittman's opposition ti the 3rd Bay Bridge. The comments about the current, temporary Federal administrations' pro-transit bias on one hand, and the impact of telecommuting on the other, will have no to miniscule impact on Bay Bridge traffic demands. Mass transit is headed towards DOA due to permanent

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	reaction to the coronavirus, notwithstanding Buttigieg's political rhetoric to the contrary. Telecommuting is great, but it's future is unknown. If anything, the EIS decision should give greater consideration to corridors 6 and 8.
728	Hello. This is [Name Redacted]. My address is[Address Redacted]. I've been traveling between Baltimore and the Delmarva beaches for over 25 years. The Bay Crossing Draft Environmental Impact Statement correctly states that as the regions population and employment levels grow, the demand for all types of trips will increase, requiring more travel capacity across the Bay. The report also correctly notes that added travel capacity will induce more development and growth in the study area. The recommended solution of having more highway capacity, however, simply enables rather than addresses feedback loop of growth, congestion, capacity expansion, followed by more growth, congestion and capacity expansion. DEIS should be redone to create a more integrated analysis and recommended strategies to minimize the feedback loop. The DEIS identifies some key causes, most notably the expected regional population and employment growth, but simplistically treats the symptom of vehicle congestion with added vehicle capacity, which ultimately only enables more congestion. Additionally, the no-build option is presented in overly negative terms because analyses of alternatives and advances have been done in silo rather than an integrated fashion. Some were not even considered at all. A proper DEIS must address the causes in an integrated fashion to minimize vehicle miles traveled which are the essence of traffic congestion. Key threads of an integrated analysis would include, one, defining sustainable development across the Chesapeake Bay Watershed. Two, establishing and incenting mass transit systems, especially bus rapid transit as well as other high-occupancy modes such as private (audio interference) coach services. Three, maximizing transportation system management and transportation demand management, including variable tolls and shifting trucks to non-peak times. Four, considering emerging technology advances such as autonomous vehicles and small aircraft passenger services incenting tele-work and flex time. Like all electronic tolling, many TSM, TDM, and mass transit strategies can be implemented, measured, and adjusted now and provide more experience and data to better inform strategies and solutions. Combinations of alternatives should not be deferred to a tier two study. If adopted, the current draft tier one study will likely lock in the creation of a third crossing, primarily serving individual trips while demoting TSM, TDM mass transit and other strategies to secondary roles, if any. Modification of the existing crossing site is most sensible in terms of environmental impact, development density, and priority funding areas, as well as tax-payor costs. The existing site also better enables implementation of mass transit and TSM, TDM alternatives. However whether or not the huge costly undertaking of a third bridge crossing is warranted is unclear and should not advance until the necessary integrated analyses are done. Thank you very much.
729	Because oral testimony was limited to three minutes, I am submitting my complete testimony here. I have been traveling between Baltimore and the Delmarva beaches for over 25 years. The Bay Crossing Draft Environmental Impact Statement (DEIS) correctly states that, “as the region’s population and employment levels grow, the demand for all types of trips will increase, requiring more travel capacity across the Bay.” The report also correctly notes that added travel capacity will induce more development and growth in the study area. The recommended solution of adding more highway capacity, however, simply enables rather than addresses the feedback loop of growth, congestion, capacity expansion followed by more growth, congestion, capacity expansion. The DEIS should be redone to create more integrated analyses and recommended strategies to minimize that feedback loop. The DEIS identifies some key causes (most notably the expected regional population and employment growth) but simplistically treats the symptom of vehicle congestion with added vehicle capacity which ultimately only enables more congestion. Additionally, the “no-build” option is presented in overly negative terms because analyses of alternatives and advances have been done in silo rather than integrated fashion. Some were not even considered at all. A proper DEIS must address the causes in an integrated fashion to minimize Vehicle Miles Traveled (VMT) which are the essence of traffic congestion. Key threads of an integrated analysis would include: 1. Defining sustainable development across the Chesapeake Bay watershed. 2. Establishing and incenting mass transit systems, especially bus rapid transit (BRT) as well as other higher occupancy modes such as private van and coach services. 3. Maximizing Transportation System Management and Transportation Demand Management (TSM/TDM), including variable tolls and shifting trucks to non-peak times. 4. Considering emerging technology advances, such as autonomous vehicles and small aircraft passenger services 5. Incenting telework and flextime Like all-electronic tolling, many TSM/TDM and mass transit strategies can be implemented, measured and adjusted now and provide more experience and data to better inform strategies and solutions. Combinations of alternatives should not be deferred to a Tier 2 study. If adopted, the current draft Tier 1 study will likely lock in the creation of a 3rd crossing primarily serving individual trips while demoting TSM/TDM, mass transit and other strategies to secondary roles, if any.

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	Mass transit is arguably the best able to meet the 3 key requirements of the study: 1. Capacity on a dedicated mass transit route would be enabled by frequency of runs and size of buses or trains, both flexible and expandable. Simply expanding roadways will not maximize capacity. 2. Dependable and reliable travel times would be established by scheduled service. Congestion reduction from expanded roadways alone may improve travel times temporarily and will not necessarily make them dependable or reliable. 3. If run on a 3rd crossing, mass transit would provide the same degree of flexibility for maintenance as contemplated in the study. To the extent bus rapid transit and other multi-passenger services were run on existing spans, only one reversible lane would be required to maintain service providing ample flexibility for maintenance. Other important benefits would also likely result. For example: • Mass transit would expand accessibility for disadvantaged populations. • All mass transit vehicles could be fully electric, i.e., zero emissions. • Mass transit could entail less build-out of the approaches to the existing and/or a 3rd crossing, reducing costs. Modification of the existing crossing site is the most sensible in terms of environmental impact, development density in Priority Funding Areas (PFAs), as well as taxpayer cost. The existing site also better enables implementation of mass transit and TSM/TDM alternatives. However, whether or not the huge costly undertaking of a 3rd bridge crossing is warranted is unclear and should not advance until the necessary integrated analyses are done.
730	I am a 10 year resident of Kent Island. Building a home here ten years ago, we knew there would be some challenges associated with commuting across the bridge at least five days a week. It was a sacrifice worth making for us that allows us a beautiful location to live. We cannot afford to add more cars to the mix with a third span onto the island. Examples: 1) Last weekend on May 15, a high speed chase ended in Chester. The highway was diverted to our small backroads. The entire island quickly became a parking lot. I mention this as it took 45 minutes to transit from Chester to the Bay Bridge to go West that morning. Traffic was snarled for hours. This is a good example of what happens during beach season. Particularly from beach goers heading West to home on Sundays. 2) Bay Bridge accidents during beach season. Gridlock everywhere. I can't imagine adding to this mix. Our emergency services cannot help us as they cannot transit the island. We have made decisions in an emergency on whether to attempt to get to Queenstown ER or the ER in Annapolis based on these traffic issues not on the urgency of the issue at hand - which, is not healthy. 3) I do realize there will be beach traffic and we make do as best we can, often not leaving our neighborhood during those time and/or electing to set out on foot or bike on the cross island trail. However, if you add a third span I can't fathom how our road infrastructure could handle it. We can't handle it now.
731	I have lived on the Broadneck Penninsula since 2016. Prior to 2016 I lived in Centreville, MD and crossed the Bay Bridge on my daily commute for more than a decade. I figured out that I have crossed the bridge more than 13,000 times. It is harder for me to get home now, than when I live on the Eastern shore. Our real problem with the traffic issues we have (and which are getting worse) for the bay crossing are related to the Severn River Bridge and how traffic is being routed through the Annapolis Penninsula, rather than the bridge itself. The road structure in Annapolis and it's residential communities can't handle the current traffic, and it's getting worse with every year I've been in Arnold. (I remember very clearly getting stuck in Annapolis trying to get home on the day before Thanksgiving in 2017. It took me over two hours to travel from my workplace by the mall to Arnold. I tried cutting through every neighborhood I knew of to get over the Academy Bridge without success, because out of towners were using the WAZE app to find "short cuts" through Annapolis back streets. It was a nightmare. This is now happening on summer weekends regularly, particularly on Church Rd. in Arnold.) I believe that's why we need to choose a different corridor from the current crossing for our new span. Crossing #11 makes the most sense to me, as there are more current roads in place, and it's a more southerly crossing. Looking at license plates while waiting in traffic, there are so many from Virginia and other states to our south crossing the bridge on summer weekends. I really want Corridor #11 to be considered more seriously as the new crossing.
732	Please pick anything but corridor 7. There is so much traffic already in that area and this proposed corridor will not only make that area more congested but it will destroy so much beautiful beach and waterfront that so many of us use daily. Please consider how much this corridor will affect the lives of people living in Annapolis and Kent Island with not only increased traffic but also less areas to access the bay. Thank you!
733	If a new span is built, it needs to be north (above Baltimore) or south in Southern Maryland. Route 50/301 can not handle any increase in volume of traffic. It would be much better to split current and future volumes. Ferries would be an excellent addition.
734	We are opposed to adding more spans or another bridge to the existing Bay Bridge corridor. We live on the Broadneck Peninsula, south of Rt. 50. Every summer we have to contend with "beach traffic" and other occasions when the bridge-bound vehicles get backed up for many miles. Overflow and shortcut-seeking traffic clogs College

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	Parkway and other roads, bringing the congestion nearly to our doorstep. It's bad enough that we can't get to and from Annapolis because Rt. 50 is jammed, we can't even get out of our neighborhood without encountering backed-up local roads. The years of construction along the very routes and roads that are currently jammed will only compound these problems. Find another mode of transportation, or another route, for those who need to cross the bridge en masse. DO NOT IMPOSE EVEN MORE on the lives of those who have already suffered for years so that others from afar can enjoy the beaches.
735	I am opposed to the proposal to add another bridge at the current Chesapeake crossing point if it will involve widening Route 50 on Kent Island beyond the current path and the current 3 lanes in each direction. The increased non-local traffic will have a major detrimental impact to Kent Island where I reside, put increased traffic through the Kent Narrows which is at risk of flooding with sea level rise and subsidence, create additional impervious surface in an area already experiencing runoff issues year round, and worsen local quality of life (air pollution, noise pollution, elimination of local parkland and historic sites. It creates a bigger single point of failure for regional transport. Much of the current and future traffic is heading from Baltimore or Washington to the ocean resorts, the new bridge,big needed must be at Dorchester County. If the new proposed bridge is ONLY a replacement for the original 2-lane span (which MDTA is intentionally vague about), that would be acceptable if necessary, but you cannot pave over more of Kent Island to facilitate non-local thru traffic.
736	Don't do it. It's that simple We do not need more roads.
737	I am very much opposed to the addition of additional lanes to the existing Bay Bridge. This part of Anne Arundel County as well as Queen Anne's County cannot take any more inconvenience.
738	I have crossed the Bay Bridge on the way to family vacations in Ocean City every summer since the early 1970s. As a teen, I'd sometimes take my shoes off in the car as we touched down on the Eastern Shore and see how many days I could go without putting them back on. And I am adamantly opposed to the construction of any new crossing. Wait times are minimal and can generally be avoided simply by opting not to cross at the busiest times. The idea that we would spend billions of dollars on this project, disrupting additional natural shorefront beauty on both sides of the Bay, just to save us a few minutes once or twice a year is appalling. Do not build this unnecessary boondoggle.
739	It makes NO SENSE to add to the congestion up to and across the Bay Bridge along Route 50. I thought the study would include an option further north where cars would cross nearer to where people live. As of now the people of both Washington and Baltimore are funneled down to the one crossing which adds highly to pollution and traffic problems. Do the sensible thing and add a crossing to the north for people trying to reach the beach!
740	I believe it would be best to build any expansion spans away from current congested areas and diffuse the traffic north and/or south from the Rte 50 Bay Bridge. Any expansion of the two operative bridges would have a negative effect on the homes and businesses operating in the Sandy Pt and Broadneck Peninsula.
741	The Chesapeake Bay Crossing Study predicts that upwards of 15,000 additional vehicles will be crossing the Bay each day in 2040. The study treats this as a foregone conclusion and proposes solutions that focus on how to accommodate this additional traffic. I believe that no-build alternatives would be better for the environment at much less cost and should continue to be considered. Those 15,000 extra vehicles pose an environmental problem that an additional bridge will not solve. Locally, tailpipe emissions pollute the air and have an adverse effect on human health and emissions from brake and tire wear pollute the water. Globally they add greenhouse gases that contribute to climate change. The question we should be asking is not “How do we accommodate these additional vehicles?” but “How can we prevent this increase in traffic?”. Many people have already pointed out that the pandemic-driven increase in telecommuting has reduced bridge traffic. Rather than merely predicting that this change will not last, we should create policies to make it last. The Study includes lots of statistics on traffic, but I did not find anything on why people choose to make these trips or to drive rather than take public transportation. The Study assumes that the average car has 2.4 passengers, but I did not find any references to carpooling. I would expect that users of the Bay Bridge were surveyed as part of the Study but did not see any reference to this. All of these factors should be considered. The Study considered new Bus Rapid Transit (BRT) service as a no-build alternative and eliminated it because they predicted that it “would have potential to remove an average of 588 cars from the Bay Bridge on weekdays and 1,548 cars on summer weekends in 2040”. Perhaps the estimate of only being able to remove 0.7% (588/84,00) of vehicles from the bridge on weekdays is accurate given “business as usual”. We can increase this number by changing “business as usual” so that more

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	people choose traveling by bus. More than 40% of the weekday bridge traffic is between the Eastern Shore and Anne Arundel County. Currently, the buses between the Eastern Shore and Anne Arundel County stop only in Annapolis and Davidsonville. The limited availability of public transportation in Anne Arundel County makes using public transportation to travel between the Eastern Shore and Anne Arundel County either impractical or impossible for most people making the trip. Did the Study consider the potential impact of providing direct bus transportation to major employers in Anne Arundel County from the Easter Shore? A current bus stops at a few, such as Anne Arundel Medical Center, but most are not on a current bus route. Others, such as Anne Arundel Community College, could be accessed by public transportation only with difficulty. The bus to AACC would take about an hour and 40 minutes for a rider leaving the Stevensville P&R at 5:35 AM and two hours or more for a rider leaving at 6:35 AM or 7:35 AM. It's no surprise that people choose the 20-minute drive instead. Or they just forego AACC for their employment or education. While building an additional bridge would create collateral damage, better public transportation would provide collateral benefits to those living, working, and studying in Anne Arundel County. In addition to providing more options for everyone, it would increase access to both employment and educational options for those who do not have cars.
742	put the third bridge running from Baltimore to Chestertown Md. Or White Hall . A lot of small businesses will have increase revenue and create new business. The people will moan about the traffic . those will be the ones with the money that can maintain their lifestyle either way . No. 1 real estate will boom and the rest will follow, straight shot to Dover Downs , scenic route to Ocean City spending money along the way to and from.
743	As a resident on the section of Mountain Road that requires a 3rd bi-directional travel lane (depending on time of day) to keep local traffic moving, I can't even imagine what a disastrous nightmare it would be to add bay traffic to this area. The state would need to increase the width of 100 and basically wipe out a major area of residential homes running down the middle of the peninsula to keep the bay traffic separate from the local traffic. And how much traffic is really going to be diverted from the existing bridge that is literally visible from where the mountain road crossing is being considered? This applies to the crossing south of the existing bridge as well. If you're not going to put something far enough south to truly pick up all the southern Maryland and Virginia traffic, you may as well just add a 3rd span to the existing infrastructure. My daughter lives in Lusby and I can tell you that if there was a bridge further down the bay, her drive home to Pasadena during the summer would be so much more pleasant since the majority of the traffic she travels with heads off on 50 east when they get to the other side of Annapolis. No-one wants their land taken, but most of the land down that way is open farmland rather than displacing hundreds of residents from their homes. If it's not an option to actually put in a new bridge far enough away to make a difference to traffic on 50, then just add another bridge where the infrastructure is already in place. [Name Redacted] [Personal Information Redacted] [Address Redacted] [Phone Number Redacted] [Email Redacted]
744	Having crossed this bridge for over the past 30 yrs since we owned property on the eastern shore; it is time to rid the politics and serve the people and make another bridge. Commuter traffic is at a low, but will most likely pick up again as COVID leaves. But the past Friday-Sunday traffic is now Thursday-Monday and backed up from weekenders. Making a northern or southern bridge option may help but regardless there needs to be a third bridge. Sooner than later.
745	Excuse me for being blunt: If it must cross to Kent Island, it would be a better long term investment to replace the 70 year old two lane span with a four lane bridge. There will be a roar from the shore if they start doing survey work to cut through St Michaels and Easton and 500 years of history, for the convenience of Ocean City visitors. If climate change sinks that isthmus into the Atlantic, the carnage will be for naught. I hope to hear that a better alternative from someone with a long-term commitment to the region may come soon from the Biden Administration.
746	The adding of another bridge (another span) to the already existing Kent Island spans will do nothing to alleviate overall congestion. A large percentage of people using the current spans are from southern Maryland/NORTHERN VIRGINIA. Putting a new bridge between lower So MD and No VA would draw off the traffic from those areas. Any additional crossings at the Kent Island area would still require additional lanes on Rt. 50 and spur additional development (residential and business) and would, of course, do nothing to alleviate the current traffic situation. And would also increase traffic in the Severn River bridge area and the Easton area. For those of us living in the Kent Island area, it would make any trips that we make more difficult and time consuming. Have lived at our current location in Queen Anne Colony on Rt. 8 south since April 1977.

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747	Add a bike and ped lane please! Would love to ride across the bay!
748	Please build a bike/walking path
749	DACA Comments on the Chesapeake Bay Crossing Study, Tier 1 NEPA The Davidsonville Area Civic Association ("DACA") has represented the Davidsonville community of Anne Arundel County since 1974, more than four decades of advocating on behalf of the Davidsonville area and its residents. A significant part of the proposed route of Corridor 8 transits Davidsonville and surrounding areas and would have detrimental effects on Davidsonville, surrounding communities, and the success of the entire project. Thus, we must register our strong objection to the consideration of Corridor 8. The following summarizes our objections: The Level of Service Provided by Corridor 8 Will Be Inadequate to Achieve the Project Goal As shown in the study, Corridor 8 would not relieve the unacceptable congestion on the Corridor 7 bridges. We agree with this conclusion. As we understand it, the purpose of the proposed project is to relieve the present and future congestion and delays in Corridor 7, i.e., the present bridges. The Corridor 8 option fails to do that. This fact alone must eliminate Corridor 8 from any further consideration as a possible route. The Natural Resource Impacts Are Unacceptable The study lists 13 natural resources that were considered and the effects of the three corridors on each of those resources; 12 are expressed in the number of acres adversely affected. Of all the natural resource categories examined, the largest impact on natural resources was in Corridor 8, having the greatest acreage impact in 9 of those 12 categories. The total number of acres contained in the three corridors was 433,080 acres, of which 195,790 are in Corridor 8, approximately 45% of the total. In the category measured in "linear feet" the largest impact is again in Corridor 8: of the total of 1,210,290 linear feet, 471,890 is in Corridor 8 or about 39% of the total. These numbers demonstrate that selection of Corridor 8 would have a significantly greater adverse impact on natural resources than either of the other alternatives. As Corridor 8 is the most natural resource destructive alternative it must be eliminated from consideration. The Effects On Davidsonville and Surrounding Communities Are Not Taken Into Consideration The study states that "Proximity to Annapolis and Washington D.C. could cause a substantial increase in residential growth and development demand on the Eastern Shore [emphasis supplied], which would not be consistent with land use plans and priority funding areas." This statement ignores the adverse impact of "a substantial increase in residential growth and development demand" on land in Davidsonville and the nearby communities in Anne Arundel County. We find such an omission fatal to the evaluation of Corridor 8 as it ignores Anne Arundel County's policies, planning, and efforts to preserve the nearly 400 years of history in southern Anne Arundel County including its agricultural heritage, natural environment, forestry, and Chesapeake Bay resources. Corridor 8 does this harm, in part, by requiring a significant expansion of the existing road network in, around, and through Davidsonville. Such an expansion of roads would transform our country roads into major highways exacerbating the already existing pressures to increase residential growth and development and destroy the historic rural nature of Davidsonville and surrounding areas. Due to Corridor 8's severe adverse transformative impact on Davidsonville and its surrounding communities it must be eliminated from consideration. The Costs of Corridor 8 Are Excessive Corridor 8 is the most expensive option by a significant margin. Cost estimates for Corridor 8 range from 11.7 – 15.7 billion dollars for the Bridge option and 13.2 – 18 billion for the Bridge-Tunnel option. These estimates are significantly higher than the next less costly option of Corridor 7: 5.4 – 8.9 billion (Bridge) and 8.0 – 13.1 (Bridge-Tunnel). Corridor 6 is also less costly: 6.6 – 7.2 (Bridge) and 12.7 – 13.3 (Bridge-Tunnel). The costs of Corridor 8 would be wasted as it does not solve the problem of congestion/delays at the present bridges, now or in the future---the very purpose of this project. Use of Corridor 8 ignores facts, logic, costs, project effectiveness, and the desires of most, if not all, of the residents of Davidsonville and surrounding communities. DACA must register its strongest objections to the consideration or selection of Corridor 8. Respectfully, [Name Redacted] President Davidsonville Area Civic Assoc. Davidsonville Area Civic Assoc.
750	Are you kidding me? I live off Exit 43b Grasonville and on Beach travel days travel is choked and I can't get off my street especially on Sunday. The best place for a new crossing would be extending Route 100 to hook up to Route 50 at the 50-301 split. In my travels I have noticed traffic involved more MD plates than VA.
751	I am for a No-build alternative. The cost to the environment, loss of quality of life of the rural Eastern Shore and high cost to build are the reasons for my decision. Additionally, the Pandemic has changed the way we commute and

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	think about travel. We can be smarter than building a bridge. The future of transportation is about to change. Technological advances will allow driverless vehicles, such as trucks, to cross the bridge at off peak hours.
752	I am against an additional Bay crossing. The environment of the Bay and a way of life on the Eastern Shore are at risk...unnecessarily. We are smarter than this. We have seen, and will continue to see less 'rush hour' or peak traffic patterns and more evenly spread out driving patterns though out a day or period. Additionally, driverless truck and car technology will continue to aid in off-peak driving habits, further decreasing the need for an additional crossing. The Bay and the Eastern Shore are too precious to be compromised by this short-sighted endeavor. My tax dollars should not be spent in this way.
753	We are at a crossroads and we need to choose wisely. A third Bay crossing should NOT be built. We are smarter than this and have data and technology to overcome congestion at the Bay Bridge. Do NOT build.
754	The option that adds an additional bridge at the current crossing has flawed study limits since it only goes to Rowe Blvd along 50. The study limits should include all local and state roads back to MD100 and I97. And 301/50 in Bowie. With available navigation programs like Google and Waze, drivers are redirected to all roads regardless of their classification as traffic builds. All surrounding road networks leading to the bridge are currently inadequate to handle current traffic: I97, MD2, MD179, MD450, MD178, MD648, MD100, MD10, Benfield Blvd , Evergreen Rd, College Parkway, E.Severn Ridge, Meadowgate Dr, High Ridge and Meadow Valley to name a few. With 100% electronic tolls since 2020, where are the trips coming from? With recent police and weather closures, having a single crossing location has proved over the years to fail and cause significant issues and creates hazardous conditions for local residents who need EMS or fire services. Extend and improve MD 100 east and create a separate crossing to divert traffic from the existing bridge crossing.
755	The additional crossing needs to go in a different area, the current area needs relief from the massive influx of traffic.
756	I have two major concerns about the Bay Bridge Plan for building another bridge across the Chesapeake right next to the existing bridge. First, the Plan does not consider the true financial costs of locating the new bridge right next to the old one. For traffic going east, both bridges will have to empty into the same road -- Routes 50/301 -- before reaching the Severn Bay Bridge. There has not been adequate review of the cost to expanding road lanes into neighborhoods along 50/301. But in any event, the traffic problem that this Plan is supposed to remedy will remain the same unless a second or expanded Severn Bay Bridge is also built. Unfortunately, the Plan also does not take the cost of building a second or expanded Severn Bay Bridge into account. Another major problem with the Plan is that it will necessarily destroy or make Sandy Point State Park inoperative. This Park is a lifeline to the residents of Anne Arundel County -- especially to low-income residents and people of color. They depend on the Park for rest, relaxation, and recreation and there is no available substitute. Surely there are other pathways for a bridge over the Chesapeake that will not destroy a recreation area of so much import to the community. For example, a bridge built to the north that would connect to I-97 would eliminate the need to build bridges over both the Chesapeake and the Severn, avoid traffic bottlenecks and save Sandy Point State Park.
757	The route 7 proposed is detrimental to the natural parks and what's makes kent island and Queen Anne's county desirable. The severna park to centreville route will be better for the beach traffic to ocean city and those for that are traveling straight through. There is no need for more infrastructure and congestion on Kent island as the island is already over stimulated with the bay bridge traffic we have now.
758	Please do not choose corridor #7. Kent Island is suffering enough as it is. Our roads and infrastructures were not built for more traffic. Nor can normal life go on if there is to be more development and building and people being ushered in. It needs to stop! This island is a sanctuary to countless species of animals (even endangered one like osprey). This place is proud to be a small town with lots of nature to enjoy. Our park and recreation are the heartbeat of this town. Taking our beaches away will destroy the community. Taking our roads from us is robbery. Everyone who lives here, lives here because it's quiet and small and NOT a hub or an epicenter for traffic. Proposed corridor 7 will take that from all who call the island home. I hope you will consider what is at risk here. Adding another lane to the already existing [Offensive Language Redacted] show that is the bottle neck bay bridge, will just congest every surrounding area. It can not and will not solve the traffic issue. I support corridor 8 or 9. Other small towns can take their turn making a small sacrifice for the greater good. Kent island has already sacrificed enough. I can't even imagine someone asking us to give up the shred of originality, quiet, and nature we have left.
759	The Route 50 corridor from DC to the bridge and beyond already carries a high level of traffic with out the beach traffic. .I believe it makes more sense to divert some of the beach traffic.to a route that by passes some of the small towns already impacted with work related commuters and visitors to some of the natural or historic areas.. Of the choices still available I would choose #9, It is a shame some of the northern routes are not viable. One of those would help take some of the burden of of RT 3S. which already carries a huge truck and commuter load.

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760	I live on the Broadneck Peninsula and have for 40 years. In that time, we have learned to live with the summer weekend travel patterns of the bridge. Another span is not needed. If vacationers would schedule their trips to avoid rush times more, the problem could be greatly reduced.
761	I feel that there is a great need for another Chesapeake Bay crossing. I'm an Eastern Shore of Maryland resident. In my opinion; it would be best to build South of the current site. This would create more of a straight shot to most of the beaches on the shore. Also, it could help with the economies of the lower counties of both the Western and Eastern Shores of Maryland. If no other build option is workable; I would be fine with building an additional crossing along side of the current span crossings. The oldest span could possibly be used as races across it and maybe bring back the bridge walk of the past. The no build option is no option to me. We NEED another Chesapeake Bay crossing!
762	I strongly oppose adding a third Bay Crossing. We seem oblivious to the fact that we will never have enough lanes for traffic until there is no more Eastern Shore left to visit. The electronic tolling is working well and moving cars any more quickly at the bridge crossing will only set up greater delays closer to the beach. We should save the money and attempt to preserve at least some of the natural areas still left on the Shore. Thank you for your consideration.
763	A third span is unnecessary across the Chesapeake Bay. Study after study shows the negative impact of induced demand—expansion of car capacity leads to more cars on the road and pre-expansion congestion levels return quickly, now with more cars. The only true way to reduce traffic on the bridges, really on any highways, is to give people alternatives to driving. Until and unless there is a ferry or rail option across the bay—preferably both—additional auto lanes will only serve to worsen environmental impacts both locally in noise and particulate pollution, and globally contributing to the CO2 crisis.
764	The Magothy Meadows Community on the Broadneck Peninsula emphatically agrees with the Broadneck Council of Communities that the Bay Bridge Crossing Study is inadequate. In addition to the factors cited below, our Community already experiences the effect of the inadequate infrastructure associated with today's bridge traffic. From Thursday through Saturday during the mid-spring through mid-fall vacation season, the already well-known traffic volume that slows Rt 50/301, also affects nearby roads. In our case, College Parkway, which is the only egress from our Community, slows to a crawl. Our residents often find themselves trapped when attempting to leave or to come home. The delays cannot be predicted so time cannot be factored in when trying to travel for an appointment. The Bay Bridge Crossing Study has not given proper consideration to factors other than traffic volume and is missing critical considerations. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to

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	execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. We respectfully request this process reconsidered.
765	Please do NOT put a new span of the Bay Bridge at the current location. I am stating this as a resident and small business owner. We are all "trapped" during the summer weekends. As a business I cannot do deliveries from Friday to Monday mornings outside if Cape St. Claire because the travel time even across route 50 to St. Margaret's or up to Revell Downs or Arnold area- is at least an hour round trip due to Bay Bridge traffic using back local roads. As a person who lives off East College Parkway and Cape St. Claire road with my boyfriend and family who live off of Bay Dale Dr and College Parkway I can attest to the 3.2 miles taking easily 45 minutes on beach weekends, especially when Sandy Point State Park fills up and people just sit and wait. These traffic problems also persist every time there is a wind warning, accident, police activity, weather advisory etc. In my opinion, the new bridge should be south, this will allow all the DC, VA and Southern Maryland drivers a shorter commute and reduce the traffic jams we see here in the Broadneck peninsula. It will also allow some great opportunities for small businesses in that area to start up and grow as long as the planning us done correctly and with the businesses and residents in mind.
766	An alternative crossing is needed , maybe something in mid bay coming into Cambridge or lower bay coming into Crisfield. Even if they construct something like the Bay Bridge Tunnel in VA . A combination tunnel / bridge system.
767	I recommend no new span. I recommend increasing public transportation options during Mondays through Fridays for commuter congestion. Adding a span to alleviate beach congestion is detrimental to the environment. Travelers should feel compelled to choose another time to travel instead of giving them more concrete to drive on that would only widely be used during a handful of hours in a week.
768	I strongly believe like most people that live in the general Annapolis area that a second bridge crossing is necessary in addition to the current Bay Bridge. Building a third crossing point at the current bay Bridge would not be adequate in my opinion. Moreover the problems caused by car accidents causing major backups at or near the Bay Bridge or roads feeding into it would not be rectified. Just yesterday on May 9th I was stuck in a 45 minute midafternoon back up. I believe a second bridge to the south of the current one would make the most sense and would better serve population centers to the south of Washington DC as well as areas south of Annapolis. A bridge linking the North Beach area and Tilghman and Route 33 looks like a possibility to me. It would shorten travel distance for many in going to Ocean City Maryland and the surrounding area. Areas near a new crossing may not be fully supportive of it but some help can be given to them by reducing its immediate negative impacts by expanding roads to the new crossing. The current situation at the Bay Bridge is

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	unacceptable and a quality solution is needed quickly because the current solution is causing major quality of life problems for those using the Bay Bridge and its access roads. Other areas need to share the burdens and benefits of crossing the Chesapeake Bay. A bridge in their area may actually help to spur economic growth by improving the transportation network in their area.
769	April 6th, 2021 [Names Redacted] The University of Arizona Tucson, AZ 85721 U.S. Department of Transportation Federal Highway Administration Maryland Transportation Authority 2310 Broening Highway Baltimore MD 21224 https://www.baycrossingstudy.com/tier-1-deis/deis#draft-environmental-impact-statement-deis-documents To Heather Lowe: We are a group of students currently enrolled at the University of Arizona. Through our involvement in our Natural Resource Policy and Law course we have realised the importance of public involvement on major projects which could impact the environment. We are reaching out to voice our concerns over the current plans to build corridors across the Chesapeake Bay. The Chesapeake Bay is home to several species and in a sense is the source of the livelihood in Maryland. The bay runs right in between Maryland splitting the state into East and West. Bridges have been made to make traveling across the bay simpler and safer, but with the influx of people the bridges provided have become congested. This EIS suggests several building sites for new bridges crossing the bay to give multiple forms of travel across. With that, Corridors 6,7 and 8 arise the greatest concern as it crosses habitat crucial to native species. For the two alternatives that are listed, the no-build alternative and alternatives with model and operational alternatives along with the fourteen corridor alternative proposal, would degrade the rural character of the region of the Chesapeake Bay. It will also be disruptive to existing communities, environmental areas, and could damage parks while inhibiting water access. Financing for the alternatives is also not established in the study and there are multiple organizations that have different ideas about who should pay for the crossing. The Maryland Transit Opportunities Coalition says that commuter automobile drivers will pay, however, the Maryland Department of Transportation is set to take on the financial burden as well. An alternative that has not been considered by this study is to improve and adapt the existing infrastructure by offering off-peak toll reductions, commuter ride-share apps, and incentivizing high-occupancy vehicles. One flaw that we would like to bring to your attention has to do with the statuses given to the State and Federally Listed Species that inhabit Corridor 6, 7 and 8. Although the species and their conservation statuses are listed, we believe that more information needs to be given in order to obtain a fair representation of the statuses of those species. As an example, many of the species are given the State Status of “Endangered”, yet there is no explanation of the exact severity of the status of those species or parameters given for what makes a species fall into one State Status versus another. One species considered to be endangered may have an estimated population size which is large when compared to another endangered species. An example of this is comparing the population size of Asian elephants to Black-footed ferrets. According to the World Wildlife Fund, the Asian elephant population is estimated to be fewer than 50,000 individuals, while the Black-footed ferret population consists of only 370 individuals (World Wildlife Fund, n.d.). Both of these species are given a status of “endangered”, yet the seriousness of that designated status clearly differs. Giving more information about the species will lay out a more accurate representation of the true statuses of the species living in areas of proposed corridors. Therefore, we suggest providing clear criteria for how the species which you have listed are assigned their State Status as well as providing estimates of population size for those species. Another point which we would like to be addressed is that no information was given on the impacts that Corridors 6,7, and 8 would have on the wildlife currently living there. Ecosystems are complex, and we don’t think that the effects that construction of the corridors would have on it were thoroughly investigated. We acknowledge the difficulty of accounting for every potential impact that construction of the corridors would have, but there are questions which we have that have not been addressed in the EIS. If the corridors are built then what potential effects will they have on the current species living there? What about endangered, rare, or threatened species? Are there any plans for relocation of those species? Because of the extent of this project, we suggest conducting more thorough research on the effects the corridors will have on wildlife and whether or not a plan for relocation of wildlife is needed. We urge that a Tier 2 Study be conducted with the proposed alternative action of building/improving 14 Corridors

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	across the Chesapeake Bay. Further evaluation of adverse effects on natural, recreational, socioeconomic, and cultural resources, as well as impacts on species within proposed corridors, should be addressed in further detail. From the three Corridor Alternatives Retained for Analysis (CARA's), 6, 7, and 8, we propose that the Tier 2 study begin with Corridor 7. Requiring the shortest crossing of the Chesapeake Bay, as well as having the shortest length of improvements necessary from existing infrastructure, Corridor 7 has the lowest potential forl adverse environmental and socioeconomic impacts. References: World Wildlife Fund, (n.d.), Asian Elephant, Washington, DC, Retrieved from https://www.worldwildlife.org/species/asian-elephant World Wildlife Fund, (n.d.), Black Footed Ferret, Washington, DC, Retrieved from https://www.worldwildlife.org/species/black-footed-ferret
770	More lanes never means less traffic congestion. The principle of induced demand—which has been known for decades as the "fundamental law of highway congestion" (Garcia-López et al., 2020, "Congestion in highways when tolls and railroads matter", U.A.B. Applied Economics Working Paper wpdea2011, https://ecap.uab.cat/repec/doc/wpdea2011.pdf, after Anthony Downs, 1962, "The Law of Peak-hour Expressway Congestion", Traffic Quarterly 16(3), https://hdl.handle.net/2027/uc1.$b3477?urlappend=%3Bseq=457)—makes clear that while adding capacity might appear to solve the current problem, it will also drive more people to, well, drive, recreating the same problem in the future, only more so. Furthermore, expanding the crossing without expanding the roads leading to it will simply mean that the congestion moves in both directions out from the bridge, wherever the new bottleneck is, until those roads too "must" be expanded to match, and endlessly on into the future, until climate change swamps out the Eastern Shore and makes the entire Delmarva uninhabitable, likely within our children's lifetimes if not our own. Instead of building more ways for people to drive themselves across the Bay, build more housing on the Western Shore so they don't have to. Raise the tolls, and vary them by peak periods (hours and weeks) to induce less crossing of the bridge, rather than more, and to spread out the traffic. Build more transit links—including, perhaps, a rail bridge, and a ferry capable of carrying buses and people riding bikes—so that those who do live, or want to visit, across the Bay can do so without having to drive their own personal vehicles and contribute further to polluting the air and waterway. Creating rail links and extending the MARC system to tie Baltimore and Washington together with Annapolis and the Eastern Shore could be a major draw for visitors. But if Maryland continues to promote and expand opportunities to drive, there soon won't be an Eastern Shore to visit.
771	I know that if the correct questions were researched, Route 4 to Cambridge and Route 50 would be far superior for a long-term solution. Environmental concerns should be secondary to primary safety a long-term redundancy of a crossing!!! I have a degree in Transportation engineering and in commercial real estate and in finance. I studied structural engineering and assure you that if you don't ask the right questions, you get the wrong answers.
772	If you were looking at the best long-term solution you would find that the only choice is another location to add redundancy, increase safety and reduce time from traffic by having an alternative path. If Southern crossing, extend Route 4 and accommodate Virginia, DC, Southern Marylander with a faster alternative. Northern Crossing, Baltimore, Pennsylvania and Northern Maryland Counties
773	Fan for President but I think you would have a much better chance if you could get a beautiful bridge proposed in a redundant attractive location that will save the Cambridge area but put environmental pressure on the engineers to come up with creative solutions. Remember the best solution usually is not the cheapest. Connect Route 95 to Route 4 to a bridge south of Chesapeake bay to Breezy Point. Cross Bay east to a very long, set of bridges and a highway to Cambridge / Route 50. then to Ocean City. Even Vietnam has a newer bridge in Saigon and in Hanoi. Nhat_Tan_Bridge-Hanoi A world famous bridge would only help your popularity!!! I have a background in transportation and structural engineering. I have appraised all types of commercial and residential properties. I am a consultant in business and real estate. And my experience with residential properties allows me to understand the benefits and detractions with building a bridge both from a government prospective and a regional or local homeowner. The Eastern shore is afraid of growth. But other than zoning to control sprawl, the history of our country is based on growth!! Free and easy movement around your area and the country is important to being an American. Good Luck and contact me for my assistance, if needed. [Name Redacted]

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774	I am opposed to the option for the Route 214 Corridor/Route #8 crossing. First, Crossing option #8 has the most adverse environmental impact on environmentally sensitive land areas given the high amount of wetlands and marshes on the western shore abutting #8. There is little to no buffer along much of the new road segments between the #8 impervious surfaces and the critical areas and natural marshes that filter runoff and protect the South River, Rhode River, West River, Patuxent River, and the Bay. Second, Crossing option #8 has the greatest amount of impact on the underwater submerged aquatic vegetation and especially the large acreage of oyster beds that serve to filter the Bay's water and provide a safe ecosystem for fish, crabs, oysters, birds, etc. Third, Southern Anne Arundel County has been designated within its General Development Plan to remain largely rural and protected from the suburban growth in Mid-county and urban growth in North-county. Preserving a rural legacy is important to the State and County and provides diversity in the county in terms of land use and balances opportunities for residents to live in the surrounding that best suites their needs. Crossing option #8 will damage the rural character of South-county by increasing commercial development pressure (hotels, motels, gas stations, eating establishments, convenience stores, banks, etc.) to support commuters using the crossing option and increase traffic pressure and traffic counts on the surrounding rural roads. Finally, option #8 will literally go right in FRONT of 7 public schools and 1 private school impacting their safety and road noise levels.
775	To Maryland Bay Bridge Decision makers, These comments are submitted in opposition to building a 3rd span of the Bay Bridge at the current location. My reasoning's follow: Generally speaking, residents of Maryland north of Belair already drive north around the bay and down Delaware to avoid the traffic at the current Bay Bridge. Second, while living in the Frederick area for 15 years, discussions with most people around DC and Virginia found that they vacation at the Outer Banks or Myrtle Beach as their preferred vacationing destinations. Third, a majority of Ocean City vacationers are Baltimoreans the have a lifelong history of vacationing at OC. Finally, I believe that the traffic study done was inaccurate at best and these studies can be made to serve the organization who pays for the study. As an example, I was heavily involved while living in Urbana in the town of Frederick fighting against Tom Natelli building a mall at the Urbana exit. They too hired a team who analyzed the traffic on 270. At that time, the traffic was at 120% of 270 road capacity. Interstate 270 was built to handle approximately 70,000 cars a day and they were then at about 93,000 cars a day. The "experts" that Natelli hired said the mall was expected to bring another 70,000 cars per day to the mall and that it wouldn't affect traffic on 270 as they would be daytime trips outside of rush hour. Now common sense would tell you that that was a disaster in the making and that officials should have voted against the mall. But as we all know, politicians doing what they do, the Frederick County board voted to proceed with the mall. When I cornered the "Chair" later, she told me that Natelli had purchased the property 20 years prior and was promised that the permits would be granted. What politicians seem to forget is that situations change, and you need to make good decisions on the facts at the current time, not on a promise made 20 years prior when traffic wasn't even at road capacity. As it turns out, the mall pulled out of the deal 3 months later as malls are in decline and the mall owners realized it would be foolish to build an antiquated shopping mall when ecommerce was the future. So, my solution is simple. Build the bridge in the northern proposed route for many reasons. First, most of the traffic comes out of Baltimore and the surrounding bedroom communities so that will divert a large chunk of traffic away from the current traffic route. Land in and around Rock Hall and Centerville is predominately agricultural use so land would be cheaper to build on. You could build a highway to carry traffic at higher speeds without worrying about noise pollution given lower density of people in that area. Rock Hall is in decline and the construction would revitalize a dying town, bring an economic boom to that county, and provide lots of local jobs. There would be new housing developments and retail built along the new highway. If leaders plan accordingly, you could prevent future congestion by limiting building permits and managing the growth. Although I realize that politicians won't do that given their history. They really aren't good stewards of public trust. The highway should extend a good 10 miles down route 50 so as to ease the traffic merge when the 2 highways meet. Another reason to build other than the current bridge locations is that when there is an accident on route 50, the bridge, there is a jumper, etc., there is another crossing alternative many miles away so that the traffic impact would be minimized in both areas. Next, Kent Island and the approach from Annapolis already has seen major development and doesn't need any more. Cease issuing building permits for new housing or other construction. Only allow modifications of existing buildings so that raw land stays raw and no more urban sprawl or congestion will occur on Kent Island. Politicians need to be respectful of current residents and not over burden the existing infrastructure. Spread the people out. Lastly, adding another bridge at the current location will only make the gauntlet worse. If you add a 3rd bridge with 3 lanes and you have 5 lanes crossing the bay only to funnel into 3 lanes on 50 it will continue to back up and never solve the problem without widening route 50. And widening route 50 would be a construction nightmare for 15 years

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	even if you could widen the current road which I don't think is economically feasible. So, for all these reasons, serve the citizens of Maryland but also Kent Island and the rest of the Eastern shore by building the bridge at the Northern proposed crossing. You could also build on the Southern route for the same reasons but I don't think it would be as good an option as less traffic would divert to that location. Lastly, given all the nuts and angry people out there, I request you do not publish my name or address. These are the times we live in when law abiding citizens are hesitant to speak out for fear or reprisal. Respectfully submitted, [Name Redacted]
776	There is no way the Lake Shore community and mountain itself could sustain the influx of traffic associated with another Bridge to the Eastern Shore. We do not have the infrastructure needed. Despite how dangerous the road in on a normal basis the county has been unable to find a way to widen or improve the road or deal with the various above ground wires and associated poles. There is no public water which may be necessary in the event of vehicle fires etc. all of these obstacles aside I DO NOT WANT to share my small community with the hundreds of travelers who will inundate the area. Thank you for your consideration, this project would devastate our area.
777	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads?

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	• What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right.
778	The only acceptable place for a new bridge is corridor 7 (infrastructure is already in place.) This location will also minimize the environmental impact as well as the impact to the surrounding communities listed as corridors 6 and 8. I do not know much about option 6 but it looks just as ill conceived as option 8 in Mayo. Now let's discuss option 8. Now from what I understand you all want to widen 424 a one lane 8.25 mile road. That is just absurd to destroy so many communities along that road when infrastructure already exists at corridor 7. Then we get to 214 has anyone traveled this road and seen the number of small businesses and communities that would have to be uprooted and destroyed in order to widen 214? Now has anyone put into thought that a grade separation would be required at several points along 214? The biggest ones that come to mind are Route 2 where 214 crosses (already heavily congested) and 214 and muddy creek road (already a failed intersection by your standards). This would forever destroy the landscape and communities that live here. Now you know people will try to avoid 424 (your proposed access point from 50) when it gets congested. What are your plans for Riva road and the riva bridge when that gets so congested people can't get home and live in their own communities? Then you have the route 2 bridge which already becomes heavily congested during normal days of the week, again people will try to use this to get to the new bridge further burdening the surrounding communities. Then you have South River HS, Central middle and Mayo elementary all sit RIGHT ON 214. What are your plans to widening the road and avoiding these schools? Then you want to destroy Beverly triton nature park also? In reality corridor 8 on 214 is NOT feasible. It belongs in the same location as the existing bridge choose corridor 7. Respectfully
779	As a resident of the Eastern Shore. particularly Queen Anne's County, I am not in favor of the 3rd span passing through at Kent Island. Although I live 10-15 minutes away from the bridge, it is not unusual for traffic to back up past my location. Additionally, the jumble of traffic, even with the new tolling system, has not solved all the issues. I agree that it has reduced some of the headache, but has not eliminated the issue completely. For example, recently there was no 2 way traffic due to wind restrictions and traffic was backed up almost to the Severn River Bridge. This was not during the height of summer traffic either. I would like to understand how building a 3rd span and encouraging more traffic to the area is going to magically solve all of these issues. (Especially as flexible working arrangements will allow more individuals to travel at less than optimal times.) My family did not move to the Eastern Shore for traffic back-ups and the inability to leave our home 4 days a week during the summertime. (If this were the case, we would have stayed in NoVA.) We understood that it was likely going to happen here and there on major holiday weekends, but did not realize we would be held hostage in our own homes the majority of the summer. With limited ability for our County to keep back roads clear for local traffic use, we are at a disadvantage should a medical emergency occur and we require emergency assistance. For example, my midwife is located in Annapolis. This is a choice I made and understood when choosing that provider. The choice I did not make is the worry that I may have to deliver at another hospital or without my routine provider because the traffic back-up is so severe I will not make it to AAMC by car or ambulance. I agree with the written statement: 'The executive said putting a third span next to the existing bridge "only makes sense if it's part of a sprawl development plan for the Eastern Shore. And the only people I know who really want that are developers who have land over there." ' Again, we did not move to the Eastern Shore for the "development opportunities" of the area. We moved for a slower pace and relaxed atmosphere. I urge the officials involved in these decisions to consider the ramifications to that life style when they assess a plan that will disrupt our parks in an effort to fix our traffic problem by encouraging more. (We can learn a lot from Field of Dreams in this instance..."If

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	you build it, they will come.") Better yet, I encourage the officials involved to drive to Queen Anne's County every Friday during the height of summer traffic, and then drive back to Anne Arundel County on Sunday.
780	I wonder if with all the studies done re this, if any included the impact of climate change on Ocean City and thus the amount of traffic heading across Eastern Shore. I'm uncertain about the cost for a third span, or the time to build it, but if projected traffic will be down, maybe longterm we don't need one. https://conduitstreet.mdcounties.org/2018/12/21/new-climate-change-projections-highlight-eastern-shores-vulnerability/ https://www.washingtonpost.com/local/a-county-in-marylands-lower-eastern-shore-is-washing-away-leaving-its-residents-with-hard-choices/2020/08/24/0724bdf8-e628-11ea-bc79-834454439a44_story.html?outputType=amp
781	It's [Name Redacted]. I live at [Address Redacted], which is on the Broadneck Peninsula. I'm a neighbor of Pat's, who did a wonderful job, and I, I reiterate everything she said. I don't represent nobody but my neighbors. We all are united in the idea that another Bay Bridge at the Broadneck Peninsula is totally unacceptable for a number of reasons. The first reason is we feel at this time that the planning has been rushed, that the statistics that have been used up until now of road studies, things of that nature, have not taken into consideration current statistics, in particularly concerning the Covid. In addition, to that, we feel that there is no need for a Bay Bridge in our area. One of the problems on the -- Route 50 is backups, and they go for miles and miles sometimes because of beach traffic. We contend that the present facilities, the roadways and things of that nature, could be used in a more efficient way so as to allow for the present use of that corridor, and that would then satisfy the needs of the traffic; things such as, perhaps, closing off exits so as to not allow traffic to leave and come back on causing backups. Perhaps having a corridor from Route 97 all the way to the bridge, a continuous run without entrance, without exits, so as to allow a free flow of traffic. We also think that the future of automobiles, electric use, cars that will be self-driving, things of that nature, will help with the impact of traffic, a crossing bridge would no longer become the bottleneck that it appears to be now. The bottleneck could be relieved quite a bit if proper road studies were done. We have a particular issue at Sandy Point, and one of the things that the local people have done concerning traffic is, is that we have limited access on the access roads that parallel Route 50. By limiting that access, it has alleviated the access -- the backup of roads in the communities through a different use. We are totally opposed to a new bridge at that location. Thank you.
782	Dear Sirs: I am opposed to the selection of Anne Arundel County as the location for a new Bay Bridge. As you know, the Tier 1 Study alternative #7 selection has been announced as the preferred location, on the Broadneck Peninsula Rte #50/301 corridor. There were 13 other alternative locations on the Bay that were considered but the recommended selection was made for the Broadneck corridor where there are two older Bridges. MD Department of Transportation has stated in their "Purpose and Need" declaration, the intent to improve mobility to the E. Shore at this crossing. There are many other factors that should be considered to determine the best option for the long term needs of Maryland, but they were not even included in the Tier 1 study. The justification for this Tier 1 study is a brief, less costly and a faster way to make a site selection decision. This was done by omitting many of the important aspects that should be factored into the final selection -- such as effects on related bridges, development sprawl, redundancy in emergency bridge situations, and approach roads. These were not a properly considered part of the study. The current move to finalize the selection of the Broadneck corridor should be stopped. This decision must be made with additional factors included in the study to come to a final decision on the smart/correct alternative site. Additional data must be provided and analyzed before a valid decision is rendered. Additionally, as a Broadneck resident for over 25 years, I can relate the current road conditions become extreme with huge backups and delays over weekends. Frankly, the current bridges and roads could be utilized better by limiting access, full one way flow, no trucks for timed limits, freeing the old pay booth area and realizing the number of cars has flat lined for the past few years. I testified before the Study Commission, and still assert, the new bridge is not needed, it is too soon on the study period as mentioned above and probably should be located elsewhere because of extreme environmental issues with conservation and wet lands issues on the Broadneck Peninsula with private takings and support structure. [Name Redacted] [Address Redacted] [Phone Number Redacted]
783	The entire concept of weighing relative environmental impacts of a project which counts the rejection of global climate change as a fundamental justification is a farce. This project is only necessary on its own terms because of the substantial quantity of Marylanders who work on one side of the Chesapeake Bay and live on the other - an historical accident and bald faced defiance of geography that doesn't warrant another dime let alone the better part of all our state's transportation funding, attention and effort. Rather than waste billions of dollars of scare

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	infrastructure funding on providing a temporary band aid to a self inflicted policy problem why not take steps to make it affordable for people working in the Washington Metro area to live there comfortably and to commute without using a car.
784	To build a bridge off of the Mayo peninsula would have devastating environmental impacts. The Beverly Triton Nature Park, with hundreds of acres of wild land at the terminus of the peninsula, provides one of the few, if not only, untouched connections of forest and wetlands directly to the bay. It is a treasure, providing wildlife habitat, restoration for the bay, and a place of profound peace and beauty for the public. All this would be destroyed by the bridge. In addition, this peninsula is home to many people who's quality of life would be ruined, and a rich history that would be lost. Mayo peninsula is a fragile place that should not be damaged and lost. Please eliminate this option.
785	EIS Number: 20210024 Cover Letter Re: [20210024, Chesapeake Bay Crossing Study Tier 1 Draft Environmental Impact Statement] To whom it may concern, Thank you for the opportunity to comment on the Chesapeake Bay Crossing Study Tier 1 Draft Environmental Impact Statement. This is a significant infrastructure project with the goal of constructing a traffic corridor across the Chesapeake Bay, which is an important cultural and environmental resource to the citizens of Maryland. We are a group of four students at the University of Arizona in a natural policy and law course, in which we recently studied NEPA. All of us are pursuing degrees in fields focused on the environment and preserving it, therefore we applied and combined our educational backgrounds when evaluating this DEIS. After careful consideration, we would like to raise a few concerns regarding this DEIS due to a lack of information regarding the potential impacts of this project. Section 4(f) of The U.S. Department of Transportation Act (USDTA) provides guidelines for constructing highway projects that could put parks, recreation areas, wildlife and waterfowl refuges, and historic sites at risk. The USDTA states that “if detailed information needed to complete the Section 4(f) approval is not available during Tier 1, then the Tier 1 EIS should address the potential impacts that a proposed action will have on Section 4(f) property and whether those impacts could have a bearing on the decision to be made” (USDTA, 2012). We do not agree that a detailed enough evaluation of potential impacts has been outlined, in accordance with this section of the USDTA, to be able to select these three specific sites for the potential project. We believe that the scoping system was too narrow considering the lack of figures or models reflecting research executed for this project. The Tier 1 analysis essentially takes inventory of what environmental components could be impacted in each corridor but does not specify how, to what degree, or what mitigation measures would take place. As a result, the DEIS is too general and does not explicitly address the environmental effects that would result from the Chesapeake Bay Crossing project. For example, in section 5.3 the DEIS stated that “Specific impacts would be largely determined by the alignment of a new crossing, which would be developed during a future Tier 2 study” (MDTA & USDOT, 2021), however, we strongly urge that the decision to designate corridor 7 as the best alternative should not be made based solely on traffic congestion relief and economic efficiency, but should equally prioritize findings from specific environmental impact evaluation. We believe that to make the most informed decision based on the best scientific data available, current research should be conducted and decisions should not rely on pre-existing data. According to guidelines from the National Cooperative Highway Research Center and the Transportation Research Board, “Environmental impacts that appear to be tolerable and potentially manageable in the first tier may emerge as unacceptable threats to affected species and ecosystems during the more detailed scrutiny in the second tier,” (NCHRP, 2009). These guidelines were specifically set to be used when undergoing the NEPA process for transportation projects. We suggest conducting research that would explicitly determine the environmental impacts and necessary mitigation on the wildlife and ecological processes within the Bay Area, including the existing tidal wetlands, aquatic resources, water quality, habitat degradation, oyster populations, etc. If this research cannot be done until the Tier 2 analysis, we recommend waiting to eliminate any alternative corridors and designating the “best” corridor until environmental impacts are thoroughly vetted. By electing not to do this, it will be nearly impossible to make a decision in accordance with the National Environmental Policy Act’s (NEPA) regulations that require avoidance, minimization, and compensation for adverse effects to the environment. In addition to the scoping system being too narrow, the project is at a disadvantage by using a tiered approach to complete environmental impacts statements and fulfilling the requirements of NEPA. This is an extremely large project, making the tiering process a potentially efficient method to undergo the NEPA process. However, without careful consideration of what is done in each tier and the data that is used, project managers can unknowingly overlook critical steps required and enforced by NEPA (NCHRP, 2009). Traditionally, the tier 1 level is a general scope of the project that does not include eliminating alternatives nor designating a “best” alternative. For this project, eleven potential corridors were eliminated within the tier 1 step and corridor 7 was chosen as the primary focus

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	going forward. These eliminations were based on pre-existing data that could not apply to this specific project such as the Healthy Water data from 2009. Data used to make decisions should mainly be from studies performed in the context of the project, otherwise, the decisions made may not accurately represent the specific environmental situation at hand. Following the tier 1 study, a tier 2 study is done to perform a thorough analysis of the proposed project and specific alternatives. Within the tier 1 DEIS, eleven potential corridors have already been excluded from consideration. The project was narrowed down to corridors 6, 7, and 8, with corridor 7 being generally determined as the best option. According to the tier 1 DEIS, further data will be collected on corridor 7 to limit any environmental impacts from this project. This methodology suggests to the public that corridor 7 has already been chosen and the DEIS reflected bias towards this corridor. The guidelines for transportation projects set by the National Cooperative Highway Research Program state, "[I]f tiering is not carefully coordinated and checked, it can enable agencies to abrogate or circumvent provisions of other environmental laws with substantive mandates and safeguards," (NCHRP, 2009). Properly analyzing each corridor and studying the environmental impacts ahead of a decision or eliminations would lead to a more informed approach that properly adheres to the regulations of NEPA. We are also concerned that project decisions have been heavily dependent on pre-existing data and that an insufficient amount of current data has been gathered to determine how the bay crossing could affect wildlife in the future. Given that extensive research has not been performed on the matter, the potential impacts on the surrounding environment could be more complex and harmful than initially predicted. Additionally, on pages 4-118 there is a paragraph that states "Past development and harvesting of wildlife have led to the very existence of some wildlife species to be threatened and endangered. However, the passage of the Maryland Nongame and Endangered Species Conservation Act and the federal ESA requires state and federal agencies to avoid and minimize potential impacts to designated threatened and endangered species and their critical habitat" (MDTA & USDOT, 2021). This statement raises concerns that there are not enough mitigation efforts to address the impacts the bay crossing will have on wildlife aside from existing federal and state protections. If the bay crossing is built in the future, mitigation efforts to reduce adverse impacts on wildlife in the surrounding areas should be a priority considering the bay houses over 3,600 species of plant and animal life (NWF, n.d.). With consideration that habitat loss and fragmentation is a major threat to the animal species in Maryland and that the state generates over 500 million dollars annually from wildlife watching alone, it should be a top priority to extend protection to wildlife if the plan to build the bay crossing is to proceed (MDNR, 2015). With the Bay Crossing study going forward, more data collected on wildlife and the impacts the bay crossing will have on their population dynamics would be beneficial. We believe that with future projections of wildlife populations and a plan for mitigation efforts, the environmental effects of the bay crossing bridge could be more thoroughly evaluated as a whole which would allow for a more educated bay crossing plan and record of decision. Overall, the impression from the evaluation conducted to complete this DEIS seemed to place focus primarily on economic factors and traffic efficiency relevant to the project. While we understand the agency may be operating under financial or legal limitations, we believe prioritizing the evaluation of environmental impacts would allow the public and policymakers to make a more informed decision regarding the construction of the bridge. The Chesapeake Bay is an important region for fisheries, recreation, wildlife, and the economic revenue these components import. Each of these factors must be weighed equally to account for all potential impacts of a project this large, especially environmental impacts that when left unmitigated could eventually harm the entire region. We felt that this DEIS relied heavily on the broad scope allowed during Tier 1 to avoid any potential issues that could arise after selecting a final location. Fourteen alternatives were reduced to only three without the proper and detailed assessment of environmental impacts that would enable making a decision based on the best scientific data available. This DEIS also relied heavily on federal legislation such as the Marine Mammals Protection Act (MMPA), the Endangered Species Act (ESA), National Oceanic and Atmospheric Administration (NOAA Fisheries), to be responsible for mitigating any impacts on habitat, wildlife, and ecological processes that could be found in the future at one or all three corridors. Lastly, we noticed a theme of vague and assumptive language throughout this DEIS, with a lot of information about the environmental resources present in the area without explanation of what methods will be implemented to protect them. This language combined with a general lack of public engagement with the project seemingly created a layer of secrecy surrounding this DEIS. We believe if the majority of local citizens can rely on information retrieved from specific research conducted at the site of this project then they can offer scientific-based input on which alternative they truly feel should be designated as the "best". We support the building of a bridge in the Bay Area as long as environmental impacts are thoroughly assessed and the public is continuously involved in the conversation prior to issuing a record of decision. We thank you for your time and hope that this project will be successful with respect to the environment and the people of Maryland. Sincerely, [Names Redacted]

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	Works Cited Chesapeake Bay. National Wildlife Federation. Available from: www.nwf.org/Educational-Resources/Wildlife-Guide/Wild-Places/Chesapeake-Bay Federal Highway Administration Department of Transportation Act, 23 C.F.R. 774.7(e) (2012). https://www.govinfo.gov/content/pkg/CFR-2012-title23-vol1/pdf/CFR-2012-title23-vol1-sec774-7.pdf Maryland Department of Natural Resources (MDNR) (2015). Threats to Maryland's Wildlife Species and Their Habitats. Maryland State Wildlife Action Plan, 5-1-5-47. https://dnr.state.md.us/wildlife/Documents/SWAP/SWAP_Chapter5.pdf National Cooperative Highway Research Program. (2009, June). Guidelines on the Use of Tiered Environmental Impact Statements for Transportation Projects. Retrieved from http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(38)_FR.pdf U.S. Department of Transportation Federal Highway Administration (USDOT), & Maryland Transportation Authority (MTA). (2021). Chesapeake Bay Crossing Study Tier 1 NEPA. Draft Environmental Impact Statement, 1-244.
786	Please seriously consider a bicycle/pedestrian lane in all bridge renovation projects but especially for bridges that cross the bay. I agree with the following statement and really can't say it any better. "...This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed..."
787	Living in a development near the bay bridge, the thought of an additional bridge span makes the traffic congestion probability unbearable. Currently, with cashless tolling we still have backups that cause the service roads to be unpassable, making it impossible for those of us living near whitehall road to get home. Another span in this same area would increase traffic significantly. If that is the enduring plan, there must be some sort of management plan to ensure the citizens of the whitehall area are able to get to their homes. Perhaps closing off access to 50 from that road would be a deterrent for traffic. I'm not familiar with the traffic studies, but I'd imagine that a crossing farther North could be beneficial both for traffic flow and for the convenience of the Northern visitors who seem to frequent the Eastern Shore.
788	I am writing to urge the Maryland Transportation Authority to eliminate Corridor 6 and Corridor 8 from further analysis in the Chesapeake Bay Crossing Study. Only Corridor 7 and the no-build option warrant further consideration. Corridor 6 and 8 both require additional freeway construction on both sides of the bay. They would run through natural/rural areas. They would create new commuting routes that do not exist today, encouraging more well and septic sprawl development on both sides of the bay. These alternatives do not remove significant weekday traffic from the current bridge. As the recent repaving project showed, there is simply more than five lanes' worth of weekday traffic on the bridge already. Corridor 7 has many advantages. It is the only option that could allow contraflow operation without mixing both directions of traffic on a single span, providing a significant safety advantage. In addition, it provides the option to temporarily close one of the three spans entirely for future maintenance, allowing it to progress much faster. Corridor 7 limits environmental damage by running through existing urban areas. If Corridor 7 cannot be chosen, the no-build option remains superior to corridor 6 or 8. The no-build option should be paired with aggressive use of market-oriented tolling and reverting the bridge from one-way tolling back to two-way tolling so that westbound traffic can be controlled. A summer weekend evening trip might cost $50, or ten times that for a truck. These higher tolls could time-shift travelers to night hours or encourage them to carpool. Another element of the no-build option is that either with or without variable tolling, as intolerable delays at the existing bridge increase each year, the line in northeast Maryland moves further south where traffic is diverted to the Tydings and Hatem bridges. The draft EIS is silent on the role of those bridges in the no-build option, and the next one should study it.

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789	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made.Additional Concerns:- Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by their entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor.- It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic.- This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge?- No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions.- A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits.Please have this process reconsidered and do it right.
790	The Tier 1 study, was not exhaustive, did not consider other infrastructure improvements that would be needed, or thoroughly explore other sites. It is not even clear if they intend to replace the 1952 bridge with a newer one with more lanes (6?) or add another entire bridge. Traffic leading to the current bridges creates gridlock every summer from Thursday to Tuesday, frustrating local residents who are unable to do simple errands or go to Annapolis with their restaurants, retail establishments and entertainment. Adding another span to the bridge will yield more traffic, and current roads and bridges cannot handle the demand. Would land north and south of the bridge, including Sandy Point State Park, be eliminated to accommodate this new span? The park serves a valuable purpose to grant public water access for all state residents.

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	This proposal should be halted until a more comprehensive Tier 2 study is completed and alternative sites are thoroughly explored that would disperse traffic more evenly throughout the state.
791	Any Bay Bridge span should not be dumped with the existing spans. There is no reason one group of citizens should bear the full brunt of traffic and congestion for a bridge used by all Marylanders. Two major omissions that must be included as part of sensible decision making process are: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume. It requires the overall evaluation of the favorable and harmful effects on the region, our State Capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made!
792	Dear State of Maryland I have followed this process since the beginning. This is not a realistic and honest assessment of alternatives but rather a foregone conclusion looking for an assessment to back it up. I realize that putting a third span in the same location seems to be the easy way forward but it is not a solution for future transportation needs. The roads (not the bridge) leading to the current crossing are already overloaded and cannot be addressed by just adding lanes. Whenever there is a wind warning, an accident, a maintenance issue, or anything that may distract traffic this pinch point will continue to be an unbearable burden for local residents and travelers alike. A third span will be outdated by the time it is built! The DEIS has not done an honest job of looking at the need for and the feasibility of a second crossing (which is likely the only long term solution) only because the Governor does not want to antagonize anyone new. This is not a reason that hols up in a DEIS. Do the analysis. Be honest. This is what the law requires. Then the Governor can make a political decision if he wants to. [Name Redacted] [Address Redacted] [Phone Number Redacted] Sent from Windows Mail
793	May 4, 2021 Dear all, I have lived on the Broadneck Peninsula in Anne Arundel County for almost 30 years. Over those years I have seen the traffic on Highway 50 heading Eastbound at a standstill on Summer Weekends and Holidays. Often we are locked in our community due to traffic jams relating to issues on the Bay Bridge. There are accidents, too much volume, bridge jumpers, constant bridge repair work, and wind warnings that affect our lives and local roads. I was shocked when I learned that the solution to your extensive Bay Bridge Crossing Study NEPA study was to add another bridge HERE – at the same location! At the meeting I attended when the study was beginning, I heard concerns of wetlands, naval and air bases, and infrastructure on both sides of the proposed areas. I heard about the national security concern of needing more locations to cross the Chesapeake Bay, and that most of the holiday traffic came from the south and the west. You and the attendees agreed that the traffic has a tremendous impact on the neighboring communities. You could NOT have addressed the impact on the community on the Annapolis side or on Kent Island if your proposal was to build the new Bridge here. You need a limited access bridge in a different location. Ideally, you'd gather all that traffic inland 15 miles before you even got to the Chesapeake Bay, and transport it well onto the main land on the Eastern shore. Let there be a huge visitor center at both ends of the express route to offer toilet, food, and gas services. But don't overlay our already over-congested Highway 50 route with additional traffic and people. The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until ALL OF the critical issues have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. The Purpose and Need is too limited and does not look at the WHOLE impact. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key

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	requirement was not included in this NEPA DEIS Report. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. Please have this process reconsidered and do it right. Sincerely, [Name Redacted]
794	I'm in favor of either building a third bridge at the current location (Corridor 7) from Sandy Point to Kent Island. Or possibly building a double decker bridge on the existing spans, similar to a number of other east coast bridges. I don't support Corridor 6 since the roads infastructure isn't there. Since I live near Rt 100 and Rt 177, rush hours in the morning and evening are tough. There are frequent backups going as far west as I-97 (evening rush hour) and delays on Rt 177 (during the morning two lane conversion). In the morning, Rt 100 is a packed two lane highway. Rt 100 would require widdening to at least a third lane AND adding a bypass highway to Rt 177. Respectfully, [Name Redacted] [Address Redacted] [Phone Number Redacted]
795	MAYBE IF WE STOP STUDYING AND START BUILDING, LESS PEOPLE WILL DIE ON THE BRIDGE! WE NEED AN ADDITIONAL SPAN ACROSS THE BAY. JUST START. WHERE EVER YOU PUT IT WON'T PLEASE EVERYONE, BUT FOR GOD'S SAKE – START!
796	As a resident of the Broadneck peninsula, I urge the MDTA to consider a no-build option for a third span of the Bay Bridge. The plan for a third span at the bridge's current location is based on outdated and insufficient data. The enormous financial and environmental cost of a third span is simply not justified by the bay crossing study.
797	What good is building a 3rd span when you don't have roads to carry the volume of traffic on both side of the bay.
798	Just a few days ago, there was an accident near Lake Shore Dr on Mountain Rd. It caused stand still traffic for over 30 minutes. That was a very short delay compared to most, and these accidents happen frequently with just the traffic from local residents. Putting a bridge crossing at the end of Mountain Road would be a logistical nightmare for the residents on the peninsula. Add the 3rd span to the already existing bridge. It makes the most sense. [Name Redacted]
799	As a resident of Pasadena, with members of extended family and a co-parent on the Eastern Shore, the Gibson Island option would save me an incalculable amount of time on the roads a year. My family has been local to Pasadena for 3 generations and we have no intention of moving.
800	The tier one study that was done was sorely inadequate. I strongly feel that the study should address all issues in much more comprehensive way prior to approval of the study and move to tier 2. The Tier 1 study was disappointing at the very least in its inadequacy and borderline irresponsible to the constituents of the county as a whole. I am asking that this study be extended and the issues surrounding the bridge proposal be fully vetted.
801	To whom it may concern: I am always supportive of Improvements to our State's Infrastructure, however I can not support the proposed corridor below Corridor 7 • Follows existing road network along US 50/301 from west of the Severn River on the Western Shore to US 50/301 split on the Eastern Shore. Includes location of existing Bay Bridge Traffic is already horrendous and is at full capacity. None of the NEPA documents address Bad weather events or nonuse of two way traffic during that can result in 5-7 mile backups due to "just wind, "or rain, snow/sleet, car accidents, broke down vehicles, etc.. These delays can usually cause a 2-4 hour increase in travel time to the local community of Kent Island, and sometimes longer. The State has to look at other areas along the Bay to relieve the traffic pressures on Kent Island and the Route 50 Corridor Furthermore, there is another creative way that will cause less impact and none of the options that is not even mentioned in the study of crossing . Tunneling!! This technology has tremendously improved and the benefits are less environmental impact, less traffic impact, less construction impact, etc.. Virginia has lead the way on this innovation after putting so much traffic Pressure in Hampton Roads area and the Chesapeake Bay Bridge/Tunnel by adding new Tunnels. We should consider the same. As a resident of Kent Island, I request to say "No" to Corridor 7 [Name Redacted] [Address Redacted]
802	One word: Tunnel
803	Hi...I think this Tier 1 plan would be a very bad ideal for the 214 Mayo/Edgewater area...we are only one way in and one way out peninsula...Now that we have 3 area beaches open to the public that the county owns the extra added

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	traffic we have is terrible ...so I think this is a very bad ideal...also the environmental impact would be horrible...Thank You [Name Redacted]
804	Hello, I cross the bridge twice a day Mon-Fri. PLEASE, just start building another span, ANYWHERE. Pick a spot, plan it out, and let's start this already. Thank you, Bay Bridge Commuter
805	The last thing we need is another span along the current Route 50 corridor. There need to be a southern crossing to handle traffic from south of D.C. The communities from Annapolis to Easton can not handle any additional traffic flow from a third span. It is unconscionable to expect these areas to bare the sole brunt of increased transportation needs. It is already impossible to run simple errands or transport kids to sports practices due to beach traffic. The Route 50 corridor needs relief, not increased congestion.
806	[Name Redacted]. It's [Name Redacted] is the first name, last name is [Name Redacted]. My address is [Address Redacted]. Also, I represent Anne Arundel County Transportation Commission. I'm the chair of the transportation commission of Anne Arundel County. Yeah. So, we had discussions in the transportation commission also about the Bay Bridge, and one of the fundamental assumptions that is being highlighted is that there is an extra need for capacity, which we doubt that there is the need for. There is always a need in the weekends, possibly on the Fridays and the Saturdays, to extend capacity. But on the other hand, there has not been done a lot of studies to evaluate what are the alternatives to spread the peak hours. As we mentioned also before, we think that the studies are limited and have not taken into account the impact on the neighboring areas. So, that's one thing that we would like to make, make a point of. Also, what we would like to mention is that instead of looking at a new span, we would like to see the option of possibly replacing the existing spans possibly with a new bridge, because we think at the time when this third span is going to be built, the two existing spans might be up for renewal, and keeping those two up for -- in place will cost a lot of money, and we are thinking, would it not be making more sense to basically add another bridge, replacing the current two spans, possibly with three lanes in each direction, and also taking into account the opportunity for bicyclists for some pedestrians, and also taking into account the possibility to bring in rail transportation, which was not necessarily, completely evaluated in the study, as much as we're aware. So, we want to make a few points again, in saying, like, if there's any option chosen, we would like to make sure that the bridge is also suitable for pedestrians and bicycles. The other point, as I mentioned earlier, we would like to make sure that there's going to be a more and larger evaluation of the impact on the region and the real need for the capacity and the impact on the neighboring neighborhoods and businesses, because we don't know if the capacity around the bridge will be enough if there's just going to be a lot of extra capacity added by a third span. And the last point, as I mentioned earlier as well, we would recommend to evaluate an option where the two spans are just going to be replaced by a third span and -- that takes three lanes in both directions so that we have a more balanced mobility offering in the region. That's it.
807	I'm a life-long Marylander, currently live in Anne Arundel County, and travel to the Eastern Shore often. Please build the 3rd span.
808	The Chesapeake Bay Bridge traffic causes emergency issues for residents on both sides of the bridge (Anne Arundel County, Queen Anne County, and all of the other counties on the Eastern Shore). Because of current traffic conditions, residents on both sides of the bridge do not have reliable, consistent access to emergency care. Adding ADDITIONAL traffic to Route 50 (on both sides of the bridge) would further impede the availability of emergency care for residents on both sides of the bridge. Adding an additional bridge, additional lanes, etc. at the site of the current bridge is negligent planning. While additional lanes may help traffic ON the bridge, how will the traffic generated by the extra lanes be handled on the current Route 50? The answer is, "It wouldn't!" Currently, when traffic is heavy, once traffic empties onto the local roads (on both sides of the bridge), there is a complete and total bottle-neck of traffic. The result of the extra traffic on the local roads is that residents cannot get to a hospital or urgent care if necessary. The people who are studying the option of another span at the current bridge location, should make NUMEROUS trips across the bridge under different scenerios. A ONE WEEK study is NOT sufficient. I believe that a span north of the current bay bridge would be most useful. There are many motorists that cross the Chesapeake Bay Bridge in order to get to Wilmington, Dover, etc. A northern bridge would help those travelers.
809	My name is [Name Redacted], [Name Redacted], last name [Name Redacted]. I live [Address Redacted]. It's in [Address Redacted] right off of Route 8. Well, I think that if they build a third bridge there, without widening Route 50 a number of miles in each direction, it's just going to be impossible. As it is right now, if I come over the northern-most span, I can barely get over to the exit for Route 8. I've got to fight my way over there. With a third span, the people who live down Route 8, Romancoke and all of them, they'll never be able to get home they're going to have

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	to go to Grasonville and come back. So, I think a third bridge will only compound it. What I would suggest with the -- that we build a bridge, as was earlier considered, and southern Maryland. That would take a lot of D.C. traffic and Virginia traffic off of this area. If not that, then Pasadena to Centerville, because then they could hook right up with 213 and continue East on 50. As it is, if they follow through with a third bridge here, the people that live down Route 8, we're just going to be homebound, you know. We won't be able to get over to Western Shore and get back, and just plan on spending the summers here and not being able to work. I work in Jessup, Maryland. And sometimes we hear the traffic reports are so bad, 2 to 3-hour backups at the bridge, I wind up taking the northern route and go up 95 and come down 213. So, I would strongly suggest not putting in a third Bay Bridge here. Thank you.
810	Re: Bay Bridge - FEIS (Final Environmental Impact Statement) Governor Hogan: I am writing to you about this urgent matter and to ask you to take the appropriate action. To get right to the point, we believe the MDTA took a shortcut in using only a limited Tier 1 study as justification to make the major final selection of the projected new 3rd crossing site, when they have not yet decided whether to construct a new span or demolish the old 1952 two lane E/B span and replace it with a new 6-8 lane replacement Bay Bridge. The effect of this decision will have a detrimental impact to all residents of our community. The Broadneck is a residential community, and the increased traffic flow will further hinder us from completing our daily activities most Marylanders like yourself take for granted. Instead of focusing on a solution that draws increased heavy seasonal traffic to an already congested route 50/301 corridor, MDTA should be looking to disperse traffic and congestion from the Broadneck by creating an additional Bay Crossing either at the Baltimore site or down by Calvert County, Cove Point. Both sites providing an accessible, narrow point to cross the Bay. Please, I urge you to require MDTA to take the time to fully investigate all requisite traffic and environmental studies and to not take shortcuts in reaching a decision.
811	Hi everyone involved in the Chesapeake Bay Crossing Study, I know you have missed me. [lol 😉] It makes total sense to build new, additional bridge[s] at the current AA-QA location for so many reasons; financial, ecological, environmental, and common sense. The common sense reason is that at some point in the not-so-distant future the existing bridges will need to be replaced. That means building replacement bridge[s] before the existing ones are demolished. Duh! Early on, the MDTA reasoned it needed to complete the NEPA Tier 1 study with law suites in mind, dotting every 'i', crossing every 't'. Which you have done. I remember that presentation very well, as I figured Kent County, where I live, Tolchester to be exact, was a probably law suit initiator. Boy, just an opinion, but it is not surprising [Name Redacted] is [Offensive Language Redacted], calling the study flawed; she lobbied for so long and so hard for the new bridge[s] to be from Baltimore to Tolchester/Kent County. Just an opinion, again, but bet she would be in total support of the Tier 1 study if it found any location other than '7' to be the place for a new bridge[s]. Now I read she thinks any new bridge[s] should be south of the existing bridges, or maybe a 'no build option'. My-oh-my, how times have changed. Look, we know it is going to be a long, drawn out process to get a new bridge[s] built for a couple of different reasons; funding for the Tier 2 process, those pesky law suites, RFP composing, RFP reply evaluation, and eventual build. Close enough, time wise, for current bridge[s] replacement. For what ever reason, those people who are calling for ferry, tunnel or rail solutions haven't fully read all that has been written. The responses for why those so-called-solutions are not viable, workable, practical have been explained time and again. It must be so frustrating for you. Personally, in addition to new bridge[s] being built at the current AA-QA location, I would suggest, being redundant with my previously submitted comments, that an express toll causeway/highway build across the Delmarva be considered, from the Rte 50/301 split down to Rte 90, with obvious Del DOT cooperation and involvement, with an intersection at Rte 404, to help alleviate seasonal traffic to/from resort areas. Rte 50 from the split down to just below Cambridge/Rte 16 just can't handle the volume with combined seasonal volume, local volume, traffic lights, major shopping areas, as well as OC, West OC and DE resort areas continuing to be developed both now and in the future. Just sayin'. Best regards, [Name Redacted] [Address Redacted]
812	As a resident of kent island the corridor 7 plan is outrageous. Those of us who live here deal with enough bull crap from the traffic to o.c. i worked on the bay Bridge for years and alot of the people i talked to that crossed and had drive overs were from the northern parts of Maryland and other states. Alot of which lived in cecil County would make the drive to go across the bridge instead of through Delaware. Having corridor 6 or 8 would be using more

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	common sense then putting a span between the two bridges we already have. Its not going to relieve traffic. If anything it going to cause more problems. Plus they have been resurfacing the west bound bridge since 2001. And they cant even get that right.
813	While the environmental impact on the bay is important, the impact on people living in AA County and QA County is just as, if not more, important. Even with the current Chesapeake Bridges, the traffic in the spring, summer and fall makes going shopping and getting to Annapolis and around QAC frustrating and almost impossible to travel, particularly on the weekends. Until there are adequate roads in both AAC and QAC to handle the traffic going to Ocean City, planning a new bridge in these two counties will only frustrate the people who are forced to deal with traffic.
814	Good morning, I'm looking at the bay bridge study and options 6, 7 and 8 all seem to be viable. Not building anything is not an option. I live in Annapolis and Friday beach traffic impacts everyone's lives here. We pay ridiculous amounts of taxes- let's put our hard earned money to good use. I'd hate to have a medical emergency on a Friday- I would pass before an ambulance could get to me. Thanks for listening, Thanks for listening, [Name Redacted]
815	Yeah. Thanks for this opportunity. My name is [Name Redacted], and it's [Name Redacted]. I live at [Address Redacted], which is in [Address Redacted]. It's back here on Chester River. I used to work for Anne Arundel County. I'm a retired environmental inspector, programs inspector, and my work was all around the rivers and the water and the environment. And I've lived here, actually way back since 1960, and regularly since 1986. And I've seen so many changes to this island and the environment due to the increase of just, you know, ecological changes and, you know, people moving and coming. But things have changed around here, you know. We have miles of shoreline, critical area, you know. And what's, what's the impact of this new bridge going to be? What kind of studies have they done when they're going to increase the pervious area, when they're going to take areas of land out, take trees out? And how is that going to effect, you know, the environment that is changing daily? You know. I mean, the fishing and the crabbing and the, the wildlife, and things of that nature, that – and how is that going to, you know, impact what we have today? Are we going to turn into, like, the, like back river area? Essex Middle River? You know, what it looks like up there? You know, how everything is so polluted. Right now, we're still able to fish, crab, and do those kinds of things, but this super highway that's going to be coming through here is definitely going to, you know, change our environment. So, who's looking at that? What have they come up with to protect the areas and -- our critical areas and our waterways and all those things? So, I'm concerned about that. And what about air pollution? I've lived here long, and, like, I can look at my house and see the effects of carbon monoxide from all the traffic that's all over the siding on my house that sticks to different places, and I'm breathing that stuff every day. How much more of that am I going to have to take in because of the amount of traffic that's going to be coming through here? And, of course, I didn't touch the things that my wife spoke about, that everybody knows, that you, you can see your house three blocks away, but it takes you an hour to get there, you know, because of the volume of traffic. So, I'm concerned about the environment, the changes, have they thought about, and how much they're really going to effect, you know, what we have here in the environment, that it's definitely going to be impacted, and who's studying that and who's looking at that? Thank you.
816	Yeah. I'm [Name Redacted], and I live [Address Redacted]. I'm not really prepared. I was just notified about an hour ago that this meeting was even happening. But anyway, I moved over here in 1986 from Severna Park, and it was very pleasant, very little traffic, and was almost like a resort area. Since then, I agree with the gentleman that says there's been so many residential houses added to Kent Island, that even during the week now it's getting congested. And I know that we spent a lot of time on Four Seasons, trying to fight that. Meanwhile, I didn't know anything about the apartments and all the construction that went behind the old Kmart. So, I don't know if that was even publicized. But anyway, I oppose the bridge. I agree on the weekends, you know, to get out. You're, you're like a slave to your house. If you want to go to the store or anything like that, you just have to plan your, your time during the week to do the things you need to do, because it's just, you know, when 50s backed up, then you've got all the access roads backed up as well. And myself, having heart conditions, you know, if I need an ambulance to come to my house or anything like that on the weekend, you know, I would probably die before the ambulance could get there. So, anyway, I also agree that, you know, I'm not real familiar with the other sites, the other corridors that they want to put in place, but I feel that, you know, there should be other places in Maryland that they could put other bridges. Like I say, you know, if we would, you know, have an emergency over here, there's only one way in and out. So, I oppose the bridge. Thank you.

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817	I prefer a entire new bridge south of the existing span that mitigate that bottleneck as Baltimore's traffic can be accommodated with the existing one and DC traffic could be rerouted to cross south of Annapolis
818	It seems ludicrous for anyone to ignore that traffic congestion grows annually and will continue to do so until population stops increasing. With each increase in traffic anywhere, there is an increase in inconvenience to residents of the area impacted. Construction of a new a Bridge anywhere other than where the 2 currently exist would require dramatically higher costs for land acquisition and highway construction… and do nothing to alleviate the traffic problems that Queen Anne's County suffers with every weekend and anytime there is an accident or construction on either Bridge. The ONLY answer to QAC's traffic nightmare is a new bridge right here…connected to our existing 50/301 highway system – AND the expansion of Rt 50 to 3 lanes each way to Rt 404 – where an overpass is very much needed. I realize that some blame the Bridge and the second one for the growth spurt that occurred in QAC starting I the 1950's – and fear that more capacity would mean more growth…but that is a red herring. More capacity anywhere will open up areas to growth – but restricting QAC capacity to what we have today, when traffic increase is inevitable – and when maintenance or replacement of either span of the Bay Bridge is an absolute given into the future – well that is just sentences QAC residents to living in a traffic nightmare forever...one that will get worse with every passing year. Pull the trigger, get the new bridge under way asap! [Name Redacted] [Address Redacted] [Phone Number Redacted] [Phone Number Redacted]
819	Jay Falstad fights any kind of construction for growth in Queen Annes County. He is a lobbyist for a small group of people with a lot of money. I moved to Kent Island in 1980, talks of a new bridge are over 40 years old now. The current spans need to be replaced with a 10 lane bridge, 5 lanes on each side with 3 traffic lanes and an 2 emergency lanes in each direction on both side of the tree 3 lanes to allow for emergency vehicles to get thru for accidents and broken down vehicles to pull off. Construction should of started 15 years ago.
820	My name is [Name Redacted], address is [Address Redacted]. I guess my primary one is do nothing – the proposed corridor 7, which seems to be the state's first choice, I don't think it is going to solve anything, other than get you across the bridge faster. It doesn't address the queues on either side or the traffic congestion. I think the absolute worst thing you can do is option 8, that's the one down to the Maryland 214. It's a two-lane road. It already floods. There's public safety issues already down here. Any minor fender-bender, it just blocks the road; emergency response vehicles can – cannot get in or off of the peninsula. Besides, there's a lot of water issues down there. We're not much above sea level; get more than an inch or two of rain in an hour, the roads are covered, so we -- by the time you divert that, it's going to cause more environmental issues. That is all I have to say. Thank you for giving me the opportunity.
821	Do nothing makes the most sense to me Looks like the front runner choice is corridor #7. in my opinion this only solves getting across the bridge faster, does not solve traffic congestion or flow on the roads at either end of the bridge. The absolute worse choice is corridor #8. MD214 is already a public safety nightmare. any small incident like a fender bender closes the road down. The road also floods regularly after about 2 inches of rain or less if the rain comes hard and fast. Even with a new road this local flooding will be a problem and a safety concern. Since AAC opened up the beach access on the Mayo peninsula ... a nice sunny day makes it very difficult for locals to gain access to MD 214 due to the congestion, adding a few thousand cars into the mix will make us prisoners' in our own home. Not discounting the added air pollution and litter in an area surrounded by water on 2 of the 3 sides of the area
822	I am opposed to building a third span of the bay bridge at any location. At some point we have to realize that building more roads, bridges and tunnels which promotes the use of individual automobiles is not the answer to the problem. The Eastern Shore is already congested by car/truck traffic given the current vehicular traffic. Route 50, which is the main artery that would connect to a third span is overtaxed; on summer weekends it is impossible to move at highway speeds on this road and there are frequent bottlenecks at critical junctions. I know from experience that the portion of Route 50 that goes through Easton is stop and go for about 5 miles. Creating a situation that would result in additional traffic on this road is not acceptable. Public transportation options should continue to be pursued. Or, in the alternative, should we consider economic incentives/disincentives to encourage people to make different travel choices? For example, tolls could be raised to a relatively high rate during peak periods to discourage travel at those times. Alternatively, lower tolls at off-peak hours would incentivize people to travel at lower traffic volume times. If a third bridge span is built and more traffic and development is encouraged, what do we do in another 20 years

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	when those spans are maxed out? Would we then be looking at a fourth bridge span? Using this logic there will be no end to the number of bridges we will need to build. Consider the island of Manhattan as an example for a moment. People do not drive into Manhattan on a regular basis because it is way to expensive! I know this is not the best example to tout, but the message is still important to consider.
823	Invest in public transportation! Get people off the roads as much as possible!
824	Hello, Why were options 1-3 eliminated? Doesn't Pasadena already have such traffic jams? Why add more traffic towards that direction? Thank you, [Name Redacted]
825	re: Chesapeake Bay Bridge As i understand the study parameters the go/no go evaluation of which bridge alternative location was based strictly on traffic issues. That seems a bit unlikely because you have to make trip generation assumptions on vehicle trips which, of course, are generated by population. The flaw in a strict trip generation analysis is a failure to take into account various land use alternatives. These are not simple analyses. However, a new bridge span without prior land use planning including infrastructure like water, sanitary sewer, local roads, schools, police and fire will make the Eastern Shore one big subdivision...which i think most citizens would abhor. This also will be an environmental fiasco. I think you should table the current expansion plan and do a broader more comprehensive review of the Eastern Shore and its communities future.
826	I never submit comments and get involved in politically charged issues but I am asking Governor Hogan to more actively consider the needs of the local communities in the plans to add another span to the Bay Bridge. I am not a traffic expert, engineer, or other professional versed in traffic control, but I have lived here for close to 30 years and know I can no longer zip out to the supermarket on a Friday afternoon because the trip returning home will take me 30 minutes or longer rather than the usual 10 minutes. I believe that merely adding an additional span to the Bay Bridge will not alleviate the traffic issues. In fact, I fear it will result in an increased burden and challenges for those of us living in the communities surrounding it. For those who undertake a weekend getaway, they are assuming traffic woes; for those of us who live here and need access in and out, it's an unfair burden being foisted on us. In fact, most of us moved here for easy access on and off of Route 50; we never anticipated we would get stuck inside or out of our communities because of traffic impeding our mobility. Adding a new span will do little to alleviate our problem. In fact, it will probably encourage more to travel and take short cuts through our neighborhoods. I urge Governor Hogan to more fully evaluate the issue and consider diverting the traffic away from our area by offering an alternative in another part of the state. The burden should be shared rather than asking us in Annapolis to shoulder it on our own.
827	I live in the St. Margarets area of Annapolis and am concerned with the plans to widen the bridge to alleviate the traffic. The roads can't sustain the number of cars traveling east for the weekends and an alternative for bay crossing in another part of the state should be offered to divert traffic rather than increase it on the local roads -- which is what will happen. I am not a traffic expert, engineer, or other professional versed in traffic control, but I have lived here for close to 30 years and the situation in our local communities gets progressively worse. The impact is not only on Route 50 and those driving to the eastern shore for the weekends but also, even more significantly, falls on those of us living in the communities surrounding it. I no longer can zip out to the supermarket on a Friday afternoon because the trip returning home will take me 30 minutes or longer rather than the usual 10 minutes. For those who undertake a weekend getaway, they are assuming traffic woes; for those of us who live here and need access in and out, it's an unfair burden being foisted on us. In fact, most of us moved here for easy access on and off of Route 50; we never anticipated we would get stuck inside our communities because of traffic impeding our mobility. Adding a new span will do little to alleviate our problem. In fact, it will probably encourage more to travel and take short cuts through our neighborhoods. While you may be alleviating the traffic woes for those choosing to go away for the weekend, you will just be increasing the problems for those of us living in the surrounding communities. I urge you to more fully evaluate the issue and consider diverting the traffic away from our area by offering an alternative in another part of the state. The burden should be shared rather than asking us in Annapolis to shoulder it on our own.
828	I feel as if the Bay Bridge study completely ignores the residents of Kent Island and QA county. Everyone always talks about KI but the roads well pass the bridge crossing are so congested on weekends and I feel that will continue to get worse even if a new corridor in constructed. Everyone wants to go to the beach so why can't a bridge be built further south? I know the study supposedly answers that specific question but not sure if I am buying it. If people would just stay on the main corridors if 50, 301 it would be much better. But beach goers want to invade the small, rural communities of QA county.

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829	I strongly support the placement of a third bay crossing span in corridor 7/Kent island. Roads, infrastructure, gas & food access are already in place. Placement in corridor 8 would be a nightmare, and destroy prime wildlife habitat, and the highly valued, quiet shore life. Waterman, birders, hunters, sailors, farmers, & Talbot County citizens would be up in arms. We already hate the impact of summer shore traffic on our lives.
830	"Choke points" where traffic comes off the present Bay Bridge merge into two lanes on both sides of the bridges will remain the limiting factor for this location. We could build one, two, or more new spans and the choke points remain the same. All traffic still has to merge into two lanes on both sides of the bridges whether coming from or going to the Eastern Shore. This makes a third span at the present location an unwise choice.
831	I feel strongly that the corridor 7/Kent island bay crossing option is the wisest plan. Highways, infrastructure , fuel, & food resources are already in place. The Corridor 8 plan through Talbot County is abhorrent, as it would negatively impact precious wildlife habitat, and adversely affect the quiet shore life that is much valued, and already adversely impacted by summer ocean traffic & too much development.
832	Sent from my iPhone Begin forwarded message: From: [Email Redacted] Date: May 7, 2021 at 3:15:21 PM EDT To: info@baycrossing.com Subject: Bay Crossing Study First, I want to thank you for your thorough evaluation of all Crossing options. Your study was comprehensive and well researched, even in these challenging COVID times. Your selection of the preferred Crossing corridor was based in facts and an extensive evaluation of all the options. I support your conclusion and encourage you to move into the Tier 2 study as soon as possible. I feel like we have been talking about this problem for many years and it is time for action. The sooner you can get a finished study to the Governor, the better. Hopefully then a design and build can begin. Thanks again for all your hard work and I look forward to working with you until the job is done. Sincerely, [Name Redacted]. Sent from my iPad
833	Why would Hogan spend so much money on a study, Hogan has lived in this area and PG his whole life, he knows the traffic pattern without wasting money. There does not seem to be a third span that will suit all neighborhoods. Having so many lanes going into a very few at the bridge does not work. Even if we gave the workers on the Eastern Shore their own travel lane, we would have other people sneaking in their lane. The workers living on the Eastern Shore need to be considered before any plans can be finalized. For now, we need to table any third lane as we US citizens can not tell what new regulations and taxes from the White House will be upon us and wasting money for the State and County would be wrong. Thanks [Name Redacted] We do need an answer for the Eastern Shore workers to travel back and forth--but can it be.
834	Tuesday, March 3, 2021 All discussion on building a third Bay Bridge in Mayo is definitely crazy. We can not get down RT 214 now and how in the world would the traffic load of people going over the Bay Bridge make it down RT 214. Now we can not even get emergency vehicles down the road. I think every one thinking this is a good idea needs to drive themself down RT 214 during rush hour to and from work (and not have a driver drive you or have emergency lights on) County leadership can not provide emergency service now or even have our roads in good order. What are you people thinking. Thank you [Name Redacted] [Address Redacted] [Phone Number Redacted]
835	Dear Sirs: I hope you will consider the option of bringing the DC Washington traffic down the western shore of Maryland and connection to Rt 50 there, close to Ocean city and the Delaware beaches --this would reduce the traffic on the existing bridges considerably. Thank you [Name Redacted] [Address Redacted] and [Address Redacted]

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836	A new bridge should also include space or future infrastructure for public transportation such as light rail. Adding another pathway that does not include sustainable transportation solutions is just going to add to the environmental impact.
837	I'm not directly impacted by the choice between corridor 6, 7, and 8, but the existing Bay Bridge Crossing (#7) appears to be the most logical. I haven't seen a useful map of the other two alternatives, but it seems like the spans would have to be much longer.
838	Why was the no-build option not considered in greater depth. There is little to no reference to planned increases in permanent remote work post pandemic. The study also fails to evaluate the effectiveness of the current video rolling which has already made massive progress in decreasing congestion. Why was this not studied? Further, this study should've been handled by MDOT, rather than MDTA so that options such as rail could be considered. US 50 was originally designed with a wide center median so that rail could be placed down the center; I understand the MDTA is not the house for expertise on rail which is why MDOT headquarters should've handled this study. While bridge is an important link it is fiscally irresponsible to spend money increasing the ease for people to commute back and forth from exurbs, increasing sprawl; another glaring hole in the results of the study. Should a third bridge be desired it should only be constructed if it's purpose is to handle rail and ped/bike traffic all of which were ignored in the current bridge design and configuration.
839	Please remove Edgewater crossing from consideration. I have lived here my whole life and traffic is already out of control. We have numerous homes that line 214 and wetlands, ponds, and wildlife that would be destroyed. If anything happens on the peninsula that blocks the road, we are trapped. Please reconsider. Thank you.
840	[Name Redacted] [Address Redacted] My comment is: NO THIRD BRIDGE ANYWHERE. Instead, look into every alternative solution to traffic congestion possible, especially incentives for crossing during off-hours
841	The Bay Bridge Crossing Study is inadequate. It has not considered factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: As we just experienced last week 5/8/2021, the Bridge was shutdown both ways for over 4 hours and the traffic in the area was ridiculous. I had to get to Easton from Sandy Point and it took me 3 hours. Normal drive is 25 minutes. If the New addition is going where the bridge is today the same situation would have caused even more TRAFFIC. There needs to be another crossing other then current location to handle traffic issues. Current flow is like a funnel and is only getting worse - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state

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	transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. - A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? - No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason. - No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions. - A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt. The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits. Please have this process reconsidered and do it right. Sincerely, [Name Redacted] [Address Redacted]
842	I would like to see another bay bridge built in a different location and I do not agree with the study's findings. The Broadneck Peninsula, greater Annapolis area, and Kent Island are already greatly affected by any issues on Rte 50/Bay Bridge. Siting the new bridge in the very same location will not help this. I believe the new bridge should extend off Rte 702 in Essex and cross over to Kent County. This would require highway improvements on either side of the bridge, but will help offer a DIFFERENT crossing to alleviate traffic issues. The next best option would be from Calvert County over to Taylors Island/Dorchester County. This crossing is further south than desired, but still far improved over a third span in the same location. Please let me know if you have questions and I can help guide MDTA towards a viable option.
843	The environmental impact to the Route 50/Eastern Shore corridor would be devastating. Traffic in the Kent Island and Kent Narrows areas is unable to handle current traffic. These areas continually witness gridlock not only on Route 50 but also on the "back" roads from May through September and residents are held captive in their own homes. Response times for our Emergency Services - Police, Fire & Ambulance, is greatly impacted and has been detrimental to the residents of those areas.
844	Please conduct more research into environmental impact on the bay and ecosystems as well as more research into traffic demands on the existing bridge with the increase in telework. Don't destroy more of the bay's already stressed ecosystem without determining need first.
845	The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done. - The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major

#	COMMENTS
	failings of the Purpose and Need Statement and the NEPA Study: 1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report. 2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made. Additional Concerns: - Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by those entities when selecting Corridor #7. - The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor. - It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges. - The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic. - This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision. Final bullet points: • Will this be a parallel structure to the existing structure and maintain the existing structures? • How many additional Bay crossing and support or safety lanes are required on this new bridge? • How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes? • Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place? • What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island? • What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads? • What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge? Please have this process reconsidered and do it right.
846	All, In regards to the recommendation for the # 7 option. What happens when the traffic gets to the Kent Narrows? No room there to widen the roads. We would like to have someone come to an upcoming board meeting and explain this recommendation to us and also to explain how this will affect the highly sensitive Kent Island Narrows Waterway. Best Regards, [Name Redacted] [Name Redacted] Executive Director Kent Narrows Development Foundation [Address Redacted] [Email Redacted] [Phone Number Redacted]
847	Seems like a lot of money on something that only has traffic problems 3-4 months a year. And once you solve the bridge backup problem then it's just going to push the traffic issues further east down route 50. There's no way to "solve" heightened demand for vacation spots. Why aren't we investing in expanding the red line to create new city center development opportunities and linking DC and Baltimore population centers to enable Marylanders more flexibility in finding work?

#	COMMENTS
848	Mr. Pittman isn't sitting in that gridlock traffic every afternoon is he? Or he would be front and center in favor of it. Another span could help with decreasing major accidents when the westbound span is open for 2 way traffic.
849	I think this study was poorly done. It appears that no one has considered that this does nothing to provide an alternative if the current bridge is shut down which happens more than I care to think about. There is no alternative from the western shore to Ocean City and vice versa. The current traffic diverts to Rt. 18 when any backup occurs leaving us hostage to the hoards of vacationers. Our health and physical safety are impacted (they do not yield to fire engines or ambulances) and nothing in the report addresses that. Our loss of visits from our children and grandchildren as well as western shore friends is not possible during the high season. We must grocery shop by Wednesday and pray nothing runs out as any accident renders Rt 18 impassible. What is being proposed? New bridge or new lanes. If lanes how many lanes? Where are they going be routed? Through the cemetery? The new middle school? The shopping centers? Have we not given up enough for the greater good of the Maryland economy? Give Anne Arundel and Queen Anne's a break. We have paid with the loss of family, life, and peace of mind to a hoard of rude vacationers and received little in return from the public purse. Another bridge is needed elsewhere. Save your money as this will become nothing but another memorial of poor planning.
850	Of the three routes you're considering, I like the MD 214 one best, simply because it would provide the most options for access, via MD 3 & MD 424 from the north, and MD 4 & MD 2 from the south. Since it is the southern most crossing, it also brings travelers across at a point considerably closer to Maryland's ocean destinations, as well as St. Michaels. Regarding the latter, you might even consider tying in to MD 33 on the Eastern Shore. Another possibility not listed in your optional routes would be MD 4 to MD 260 or MD 263 on the Western Shore, and tying in to MD 343 on the Eastern Shore. That would give you a straight shot from there through Cambridge to Ocean City.
851	If the Bay is too wide for a bridge at the location in my previous suggestion, then how about going across from MD 2 / 4 near Lusby on the Western Shore, to Cattail Island on the Eastern Shore, and tying in to MD 335.
852	We have enough problems with mountain road with accidents and traffic as it is. This would force many people to move. This will also change the value of our homes. We are quiet development down here and this is why we moved far away from noise and have peaceful living. Someone needs to do more checking on how this will effect mountain road and the quality of living for those people who moved to get away from all that Many are saying they will move if it comes. How all full for all those people who worked hard to finally find a peaceful place to leave and now this.
853	People worked hard to live in our community where it is peaceful and quit. I moved 4 years ago to get to this community long point. This will disrupt everything we just left in our old location. Our home value will decrease and make for more traffic. This is a piece full community and this will change for all of this in long point off mountain. Surely their are other areas to look at without so much heartache for those of us who cannot afford to relocate for the piece that we now have in our community
854	Something MUST be done. I work in DC and live in Arnold and have been stuck in bridge traffic daily every summer or during bad weather. The 4th lane on the Severn River Bridge has just pushed the bottleneck east. Have you considered extending the Route 2 on ramp to 50 EB to allow it to take over the right shoulder? In theory the Rt 2 on ramp would become an exit only for Bay Dale. Traffic coming from Rt 2 creates horrible traffic on 50 EB while drivers try to merge onto 50 EB. If people think a bridge in a DIFFERENT location from where the 2 spans are now, clearly do not live in the area or do not have to commute during hours where there is bridge traffic, whether it be due to beach traffic or weather issues.
855	opinion make a new bay bridge crossing above to relieve traffic on existing bay bridge on matter where you put it going be a lot of objection its funny no body wants nothing new but complain about commute and travel to O.C.
856	Much has been reported on the impact of a third span on the Western shore, but the same impacts exist on the Eastern Shore, perhaps even more so. Here in Queen Anne's County, we have NO alternative to Rt. 50. A 5 minute trip home from the grocery store turns into an hour or more because of summer traffic, or incidents that reduce or shut down traffic on the bridge, sometimes for hours at a time. Building a third span at the same spot seems to be madness. Every person involved in making this decision should be required to sit in this traffic to understand it. I commuted from the shore to "the other side" for 20 years, and I can't even begin to calculate the time lost sitting in traffic that I'll never get back. The answer has got to involve more problem solving including providing options for other routes. I'm sure the moneyed interests in Oxford and St. Michaels have something to do with not building a span down there, but the economic benefits for Dorchester County would be immense.
857	Prefer corridor 5? through I 100. This would allow Baltimore direct access to Easter shore, the shorter route would conserve fuel and relieve congestion on Broadneck peninsula.
858	Please construct a Bay Bridge in Southern MD, it's less densely populated than Broadneck Peninsula.

#	COMMENTS
859	We strongly disapprove the suggested location of the new bridge. We lived in Arnold for many years and the traffic has become so bad and the accidents have been tremendous! Therefore we strongly oppose this!!!
860	Refer to subsequent section for scanned letters and email attachment comments.
861	Please move forward quickly on building another bridge quickly. The current bridge is not a pleasant bridge, dubbed one of the scariest bridges in the US for the height and architecture of it. In addition the need to remediate the heavy traffic is very apparent. Once it took me 3.5 hours at a standstill to get across the bridge from Annapolis. I would prefer an entire new alternative that won't be affected by backups on Rt 50 and I feel a whole new structure and location is in order. Therefore I vote for the corridor 6 option as a first choice and corridor 8 as a second option. [Name Redacted] [Phone Number Redacted]
862	No to the Mayo Proposal.

RECEIVED
MAY 5 2020
SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

Secretary Gregory Slater
Office of Secretary
Harry R. Hughes Department of Transportation Building
7201 Corporate Center Drive
Hanover, MD 21076

May 3rd, 2021

Dear Secretary Slater,

As a resident of the Broadneck Peninsula in Anne Arundel County, I have concerns about the completion of the Chesapeake Bay Bridge crossing study that recently recommended building a third span at the current Sandy Point site.

The Bay Bridge Crossing Study is inadequate. It has not given proper consideration to factors other than traffic volume. This Tier 1 NEPA study should be stopped until the critical issues outlined below have been properly studied and evaluated by the Maryland Transportation Authority (MDTA). In short, the MDTA must not produce a Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) until this is done.

- The primary issue is that the Purpose and Need is too limited. The Purpose and Need statement's key metric of minimizing the congestion in Corridor #7 is procedurally and legally too limited in its objectives. There are two major failings of the Purpose and Need Statement and the NEPA Study:

1. A study of all the costs of the approach road corridors on either side of the potential crossing sites was not conducted. These important roadways/highways that feed traffic to/from the bridge must be studied and evaluated in any site selection process, but this key requirement was not included in this NEPA DEIS Report.

2. The Purpose and Need statement is poorly implemented. This is a critical piece of the report that allows for an informed selection. It must include not only traffic volume but requires the overall evaluation of the favorable and harmful effects on the region, our State capitol, the value of having multiple avenues of access across the Bay, and the effect on Baltimore/Washington commuters and those living on Eastern Shore of Maryland who don't cross the bridge. Without this evaluation, the federal highway administration will not be able to tell if a proper selection has been made.

Additional Concerns:

- Anne Arundel County, the Broadneck Peninsula, and Queen Anne County would be the most affected communities in the 13 County NEPA study area that focuses solely on the selection of Corridor #7. It did not include any of the concerns or input by there entities when selecting Corridor #7.

- The NEPA study did not provide any information concerning the shore-side construction and quality of life impacts of selecting this corridor versus any other corridor.

- It did not indicate whether the proposed bridge would be a replacement bridge or a parallel and additional bridge. It is unrealistic to build a third span in Corridor 7, because it would be pointless to maintain two old bridges.

- The NEPA study did not indicate any of the Corridor #7 costs and timelines or impacts of huge infrastructure requirements to rebuild Kent Island roadways, Anne Arundel County roadways, Queen Anne County bridges, and Severn River bridges to accommodate a new Chesapeake Bay Bridge span and related traffic.

- This is a $5 billion+ proposed structure projected to last for 100 or more years with regional and multi-state transportation impacts. The Purpose and Need criteria presented in developing the objectives of the long-term impact of selecting the existing corridor, and excluding all other corridors, have not been sufficiently developed to execute a FEIS/Record of Decision.

- A myriad of unknowns have not been considered or revealed. The decision to lock in Corridor #7 for subsequent Tier 2 preliminary design work is premature without knowing and evaluating the extensive shore-side impacts:

• Will this be a parallel structure to the existing structure and maintain the existing structures?

• How many additional Bay crossing and support or safety lanes are required on this new bridge?

• How many additional lanes will be required on Route 50 west and east of the new structure to provide for the additional bridge lanes?

• Will the Severn River Bridge and the Kent Narrows Bridge require additional lanes when a new Chesapeake Bay bridge is in place?

• What happens to all of the parallel service roads, such as East College Parkway, Whitehall Road, and all of Route 18 on Kent Island?

• What will be the impact on feeder arterials, such as College Parkway, Route 2 North and Route 2 south, Route 8, and many other roads?

• What is an order of magnitude estimate of the Eminent Domain land-takes to accommodate a new bridge?

- No consideration is given to an alternative corridor placement for safety, evacuation, military action, or an alternative choice in the event the existing structure is damaged or blocked for any reason.

- No consideration of providing greater state-wide economic benefits and advantages in another corridor location were considered. Furthermore, the existing corridor is not the most direct path to the Eastern Shore's Ocean City environs and attractions.

- A pause in the NEPA evaluation should be taken because the COVID pandemic has impacted traffic volume and travel patterns that may impact all projections of traffic volumes. And the data used for the traffic evaluation was inadequate, extremely limited to not much more than a one week snapshot in time, leaving the validity of traffic projections in considerable doubt.

The NEPA EIS/ROD decisions should be put on hold until a full complement of key issues are evaluated in this decision making process. The decision to select Corridor #7 is not simply a reduction of traffic on the existing structures. It requires the answers to the questions raised above which in fact may point to another alternative corridor. Another alternative may be the most logical, least disruptive, most cost-effective, most environmentally sound, and provide greater state-wide economic benefits.

Please have this process reconsidered and do it right.

Sincerely,

[redacted]

Kent Island Heritage Society
PO Box 321
Stevensville, MD 21666

Statement on the Bay Crossing Tier 1 NEPA Study

May 10, 2021

The Kent Island Heritage Society Board of Directors stands opposed to the recommendation of the Bay Crossing Tier 1 NEPA Study that the third Bay Bridge should be located in Corridor 7, across Kent Island. The mission of the Kent Island Heritage Society is to discover, identify, restore, and preserve the heritage of Kent Island. This proposal is a clear threat to preserving the heritage of Kent Island.

The Corridor 7 option adjacent and to the north of the current westbound span, would necessarily require a huge swath of Sandy Point State Park on the Western Shore and Terrapin Park on Kent Island on the Eastern Shore. It would incorporate the existing road network from west of the Severn River in Annapolis to the 50/301 split in Queenstown, with a great deal of necessary expansion. This option incorporates a two mile wide swath along the existing corridor to facilitate the additional infrastructure that would be required. The exact location(s) within this swath, roughly 1 mile north and south of the existing highway would be left to the discretion of the State and Federal decision makers, during the Tier 2 process, requiring a "just trust us" approach. Based on recent experience with MDTA and SHA, that trust is just not there. Few Kent Islanders think that the Corridor 7 option is reasonable or responsible.

We will focus our comments to the Eastern Shore side. If you look at Corridor 7 across Kent Island you are impacting and potentially destroying the historic, cultural, and economic heart and soul of Kent Island, and a large number of residences as well.This area includes a number of historic sites in the nationally recognized Stevensville Historic District, the Stevensville Cemetery, and many historic assets along the route and in the unique Kent Narrows location. Hundreds of businesses located on both sides of Rt. 50 would be in jeopardy and as mentioned, many hundreds of residences would likely be destroyed. The corridor includes many parks and public assets, including several QA County Public Schools, the Kent Island Library, the Kent Island Volunteer Fire Dept, the Anne Arundel Medical Center, two of the Island's largest churches and the famous Cross Island Trail from Kent Narrows to Terrapin Park, following the route of the historic railroad line across the Island. Also included would be many thousands of acres of environmental destruction and degradation, both land and water based. In short, Kent Island would be gutted.

We have studied the details of the Tier 1 Study, and have also reviewed the very detailed analysis and critique offered by the Queen Anne's Conservation Association (QACA). We have also reviewed the critique presented by professional traffic engineer and analyst, Kent Island resident, David Humphries. Frankly, they both make a great deal more sense than the State's Tier 1 Study. They both argue that the emphasis is primarily on questionable traffic analysis and projections with no real analysis of any of the so-called "corridors". The QACA critique convincingly argues that, in what is supposed to be an Environmental Impact Study, there is no legitimate analysis of the real environmental impact other than the assertion that such details could be determined in the next Tier 2 Study!

These are well thought out, documented analyses by professionals, particularly the painstaking detail of the QACA critique. But the concerned non-technical citizens of the Kent Island Heritage Board have come to the same conclusion. The Corridor 7 option across Kent Island is not logically supported, and just makes no sense. .

Furthermore, the public statement made about a year and a half ago that Corridor 7 would be the only option that would be supported undermined confidence in the veracity of the study. That statement led many to believe that conclusion was known from the beginning and that the study was done to rationalize the final decision.

Many Islanders are aware of the local historic hero, Senator James Kirwan, who stood up 100 years ago to defend against the Federal plan to take over Kent Island in 1917 at the onset of World War.1.The Island was to become a bomb testing site and munitions depot. After a huge local protest, It was ultimately moved north to a place called Aberdeen. We are reminded of that time and that threat.

Given the tremendous potential for the destruction of so much of Kent Island, including its rich and unique history, of the four options presented the only conclusion is the no build option, with the recommendation to go back and restart the process. In the meantime, MDTA should do everything possible to maximize the capacity of the existing spans, using all viable modern traffic management technologies and transportation options. The focus should be on repair or replacement as necessary of the existing spans while another "corridor" at a second distant location is studied and identified.

Sincerely,

Jack Broderick

Jack Broderick, President
Kent Island Heritage Society

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1April, 2021

Heather Lowe
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Hello,

Thank you for the opportunity to review the Bay Crossing Study Tier 1 Draft Environmental Impact Statement. I want to congratulate you on your efforts over the past several years and the degree to which you have made it available to the public.

I was somewhat disappointed but not really surprised by your report. A robust connection between the Eastern shore and the rest of Maryland is very important for the future of the state. If it is not successful, the Eastern shore would be better off as part of Delaware. This study should define the best way to accomplish that connection. Therefore I propose that you consider a more-southern corridor. I give more details later in this letter.

I have sent you several long letters during the past reviews of your proposal so I will not repeat those points here. In any event several of my suggestions have already begun to appear: electric cars, self-driving cars, climate change and water level rise.

The evolution to rented car services such as "uber" has been blocked by the Corona virus epidemic. It should restart as the virus epidemic ends. It would cause a decrease in owned automobiles and thus a change in traffic.

I realize that a major concern is the ability to maintain and upgrade the present two bridges, although you hardly mention it. Although this study is about improvement, it also must prevent the present situation from getting worse. But you just need to do it, not use it as a reason to pick a bridge location.

My first concern, which I realize you cannot avoid, is the fact that the future needs have been over-influenced by present bridge users and under-influenced by future bridge users, who may not realize today that they will be needing access by some bridge in the future.

The emphasis on present users will not generate much new traffic. The people who use the present bridges will be happy because their traffic backups will be smaller but they will still only pay one toll per trip. There has to be more emphasis on opening the Eastern shore to new travelers. Their tolls will pay for the new bridge.

Therefore I propose that you consider another option. Following the format of your table 3–1, I would suggest a Corridor 10.5. The major advantage would be that it provide a connection across Chesapeake Bay, midway between the existing bridges and the south end of the bay. At the west end It would connect to the Washington DC beltway and the adjacent Maryland and Virginia communities via Maryland Routes 4 and 260 and also MD 231 and MD 263 from the south. On the Eastern shore it would connect to a short section of Route 343 and thus to US 50 east. to Cambridge, Salisbury and the Eastern shore recreation areas. It should provide access to, not interference with, the Harriet Tubman National Historical Park.

The proposal should be combined with a relocation of US 50. Today that road goes northeast in order to go southeast. It should be relocated to Corridor 10.5 and thus provide a new straightened and shortened major highway East and West. It would take traffic off of the existing bridges in order to make future maintenance of those bridges easier.

My second concern is your method to predict future needs, extrapolation. The major driver of this whole project is the future prediction of automobile traffic across Chesapeake Bay. You are proposing that a new bridge exist in 2040 but almost certainly it would not happen until 2050.

All predictions of the future are wrong because it is impossible to know future events. Nevertheless some prediction must be made. You extrapolate from bridge usage which completely ignores such possible future changes as decreased gasoline use, more public transit, more work at home, etc.

My father was born in 1901. A prediction then of his future life would not have mentioned huge transportation, communications or medical advances. It would not mention World War I (called "the war to end all wars") and the worse World War II, and the Atomic Bomb that did end the era of big wars, and began the continuous brushfire wars that followed, and the evolution of the United States as a major world power. Near the end of his life, he sat in my

living room and witnessed the first murder displayed live on TV (the killing of the assassin of Robert Kennedy).

Changes like this will continue and, although they cannot be predicted exactly, they cannot be ignored. I have attached a fifty year old reference that describes different ways to predict the future and lists their advantages and disadvantages.

One other way to predict the future would be to predict what the situation would be if Chesapeake Bay did not exist. Kent County would be a suburb of Baltimore, Queen Anne's County would be a suburb of Annapolis. In fact that has already started. Talbot County would be a suburb of Washington DC. So there would be three major traffic routes: from Baltimore, Annapolis, and Washington. There would be a new interstate highway running from southwest to northeast possibly called Interstate 99 and incorporating Route 301. There would be a high speed transit system in parallel with it, a bullet train or a mag-lev or suspended from overhead rails. If that is a desirable future, then which bridge location best supports it?

My third comment refers to the decision you made to convert specific bridge landing locations to the second-tier. Although this is natural, some problems with access to the new bridge could affect the choice of the best route and so should be considered now. For example the Annapolis approach is now saturated. There cannot be another bridge there. So what should be done?

I think it is very likely that there will be more rail mass transit in the United States by 2050 and in particular I believe there will be rail access to the Eastern shore. Rail mass transit is very different than bus mass transit. Everyone understands that a bus line Route could be changed at any time. Therefore it has only a small effect on growth patterns. But a rail line is more permanent and will cause new urban development on the Eastern shore.

Because I started out on this project as a citizen representative from Kent County I should make some comments about Kent County. But Kent County hardly appears in the Tier 1 report. There is no effect on Kent County national parks, historic sites, or natural resources because they don't really exist. Instead Kent County should be recognized as a blank empty slate for future use.

During the development of New York City, the decision was made to create Central Park. There was no economic reason to do this. In fact it prevented considerable economic development. Nevertheless it was a brilliant idea and is the essence of Manhattan today. You could consider the empty space of Kent County as the only place where such plans could be held for the future. Surely someone must think about this

Finally there is the consideration of sea level rise and the equivalent rise in the level of Chesapeake Bay. I believe your estimate of 1/8 inch per year will be too low in the future. I think fresh water will become scarcer in the future and so plans for Chesapeake Bay need to consider that. I believe that the idea to change Chesapeake Bay into a lake in order to keep out salt water from the ocean, save freshwater farming and preserve shore lines should be a factor in your plans.

I have tried to be factual and logical in my comments. Before I close I would like to make one emotional comment. When a new bridge opens in 2040 or 2050, the fact that a third bridge was built at the location of the two existing bridges, while ignoring the entire remainder of the bay, will make MTA the laughing stock of Transit Authorities across the nation. Fortunately you and I will be gone then and not have to face this derision.

Thank you for accepting comments from the public and good luck with your future design and development.

[redacted]

Technology forecasting and assessment

The whys behind the hows

Effective application of the many forecasting methods requires a grasp of their underlying philosophies

Ian I. Mitroff University of Pittsburgh
Murray Turoff Office of Emergency Preparedness

Although the engineer does not have to understand Philosophy to do engineering, if he wishes to engage in the technological forecasting and assessment process he must be able to relate what he does to the rest of society—in this case to grasp the underlying philosophy. The principles and methodology cannot be divorced from the plans, policies, and decisions of others. The engineer must be able to communicate his principles and methods—to economists, to sociologists, to planners, and so on.

It is in precisely this area that engineers are having trouble, for such understanding and communication require comprehension of the philosophies that underlie the different specialties and disciplines. If an engineer is to communicate successfully with, say, an economist, he must understand what it means that the economist will tend to use Lockean methods in forecasting whereas the engineer has been trained (primarily) as a Liebnizian.

Moreover, the effective application of the various methodologies of technological forecasting and assessment requires understanding the philosophical underpinnings of these methodologies. It is because such understanding is so widely lacking that trend analysis, Delphi techniques, and the other forecasting methods to be discussed are often misapplied.

No matter how well established the field of technological forecasting becomes, it can never be a purely technical or scientific concern. It will always retain a basic philosophical element expressed by any one of the following questions: What *permits* us to extrapolate from the past or present to the future? What *guarantees* are there that the future will behave like the present or past? What *firm assurance* do we have that the future will behave as our projections (i.e., our models) of it forecast (i.e., predict)?

Whatever approach we take toward answering these questions, our answers will be indicative of a basic philosophical stance, indeed, of a basic image of reality. Yet not only are we generally unaware of the different philosophical images that underlie our various technical models, but each of us has a fundamental image of reality that runs so deep that often we are the last to know that we hold it. As a result, we disagree with our fellows and we experience inner conflicts without really knowing why. What's worse—we ensure this ignorance by hiding behind catchwords and fancy names for techniques. The field of technological forecasting and assessment is no less remiss than many other disciplines in this respect.

One of the basic purposes of this article is to underscore these fundamental differences and conflicts of methodology so that hopefully one can be in a better position to choose explicitly a desired approach.

To accomplish this objective we shall consider some of the more significant philosophical stances taken toward the problem of predicting the future, or, more precisely, toward defining the criteria that would "guarantee" our extrapolation from the present to the future. Also, we shall show that each of these stances differs sharply from the others and that each has its strengths as well as its weaknesses. This awareness constitutes a strength. To show that there is no one mode of extrapolation that can satisfy our every requirement—that there is no one mode that is *best* in all senses and for all circumstances—is not to say that each of these modes is not uniquely or *better* suited for some special set of circumstances.

Bear in mind as we proceed that the question of concern is not how we can know the future with perfect certainty; here the answer clearly is that we can't. However, neither can we know all there is to know about the present with perfect certainty. The real question is what we *can* know of the future, and, even more to the point, how we can prove it. It is on this very issue that the difference between these philosophies, or systems of inquiry, arises.

Leibnizian inquiry systems

The first philosophy to be discussed is that which underlies the major part of theoretical science—the philosophy of Leibniz. The sense of Leibnizian inquiry can be captured rather quickly and generally in

The views expressed in this paper are those of the authors and do not necessarily reflect official policy of the institutions with which they are affiliated.

terms of the following characteristics: Truth is *analytic*; i.e., the truth content of a system is associated *entirely* with its formal content. A model of a system is a *formal model* and the truth of the model is measured in terms of *its* ability to offer a theoretical explanation of a wide range of general phenomena and in *our* ability as model-builders to state clearly the formal conditions under which the model holds. A corollary to this is that the truth of the model does not rest upon *any* external considerations; in other words, the model is independent of the raw data of the external world.

In short, Leibnizian inquiry systems are the epitome of formal, symbolic systems. They will characteristically strive to reduce any problem to a formal mathematical or symbolic representation. The guarantor of such systems traditionally has been the precise specification of what shall count as a proof for a derived theorem or proposition; other guarantor notions include those of internal consistency, completeness, and comprehensiveness.

The laws of physics are examples of Leibnizian truths. Also, computer simulation models of industrial processes are typical of the types of Leibnizian approaches that have been comparatively successful as forecasting tools in industry. One can often model a proposed plant to a sufficient degree to examine alternative configurations before investments are made.

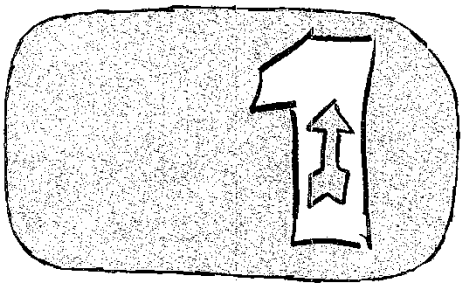
A prime example of Leibnizian inquiry is the field of operations research (OR), in the sense that the major energies of the profession have been almost exclusively directed toward constructing and exploring highly sophisticated formal models. OR is the prime example of Leibnizian inquiry not because there is no utilization of external data whatsoever in OR models, but because much more attention is paid to teaching students of OR how to build sophisticated models than in teaching them equally sophisticated methods of data collection and analysis.

Two specific Leibnizian approaches to technological forecasting are correlation analysis and substitution analysis. Both result from an analogy with classical growth models governing such biological phenomena as the growth of cells and the growth of species. The analogy assumes that, like biological phenomena, technological development passes through some fundamental, characteristic phases, such as birth, growth, and death. For example, the process that governs the rate of transfer of technology can be represented as a diffusion-of-information process that is very close to the kind of diffusion a biological organism goes through in searching for food. As a result of this kind of model, one may infer that certain curves related to the growth of technology are correlated. A common example is the use of the performance of military aircraft at some point in time to infer the performance of civilian aircraft at some later time. The model is predicting the time it will take military technology to diffuse into the civilian market.

The substitution curve analysis also employs the growth analogy, but in quite a different way. The same kind of curve that is characteristically used to describe the growth of a biological population in a space of finite resources is also used to describe the percentage of the market that a new technology has and will assume. Substitution analyses are characteristically given in the form of curves or tables indicating the percentage of substitution that has taken place by a new technology in a certain market in various fixed time periods. The rule of thumb on the part of those who utilize the technique for planning is that by the time the process has reached a substitution level of 15 percent, it is usually irreversible and the resulting forecasting curve is a useful projector of things to come.

Typical substitution curves have been exhibited for such transfers as man-made fibers to natural fibers; water-based paints to oil paints; man-made flooring to all flooring; synthetic rubber to natural rubber; margarine to butter; and vacuum tubes to transistors or transistors to integrated circuits.

The Leibnizian character of these models can be illustrated rather easily by spelling out a number of assumptions that underlie their applicability. These assumptions are usually implicit. For one, it seems to be an implicit assumption that such forecasts can be relied on to predict the future because the models reveal or embody a fundamental, enduring, structural feature of reality; e.g., the supposed basic features that govern the growth of biological phenomena. A second assumption is that the models can be widely applied, again because they supposedly embody a characteristic process that underlies a wide range of technical and social processes. In other words, the assumption is not only that a wide range of processes *can be described* in terms of these models but that the models actually *underlie* the behavior of a large number of processes; i.e., that in some sense the models are *real*. In this sense, the most fundamental unspoken assumption is that as characteristic features of reality the models make possible the data



that are fitted to them; the data do *not* make possible the models. Indeed, the models implicitly assume that for a wide range of phenomena, there can be found the "right kind of data" that will fit the models; hence, their universal applicability is perpetually assured. In this sense, the models take on the tenor of self-fulfilling prophecies.

For which problem situations are Leibnizian analyses most appropriate? First, the situations must be so simple and well understood that they can be modeled. Thus Leibnizian inquiry is best suited to definable, well-structured problems for which there exist an analytic formulation and solution. Second, the modeler must have strong reasons for believing in the assumptions that underlie Leibnizian inquiry. In a

basic sense, the fundamental guarantor of Leibnizian inquiry is the understanding of the model-builder; he must understand the situation completely to believe he has represented it "accurately" and "faithfully."

The abuse of the technique usually occurs when there is not a good understanding (or no attempt to arrive at such) of the particular causal model underlying a particular correlation or substitution result. Without comprehending the relationships in the model that produce the predicted effect, there is always the danger that a sudden change in the nature of the model will invalidate the ability to utilize the projections. For example, the beginning substitution of plastics for metals in cars, as estimated by some forecasters, may be affected strongly, or even reversed in direction, by the recent shift in emphasis on safety.

There is no way in the correlation or substitution analyses to predict specific technological breakthroughs. Therefore, all predictions hold only until a new technology or new synthesis of technology appears on the scene to begin a new set of curves. For example, predictions based upon core memory technology for computers will not necessarily predict the effect of introducing bubble memory technology. (However, once bubble memories are on the market a substitution process may become observable.)

Lockean inquiry systems

Lockean philosophy underlies the major part of empirical science, and its sense can be rather quickly and generally grasped in terms of the following characteristics: Truth is *experiential*; the truth content of a system is associated *entirely* with its empirical content. A model of a system is an *empirical model* and its truth is measured in terms of *our* ability (1) to reduce every complex proposition to its simple empirical referents (simple observations) and (2) to ensure the validity of each of the simple referents by means of the widespread, freely obtained agreement between different human observers.

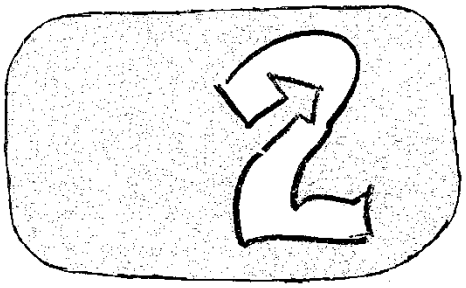
A corollary is that the truth of the model does not rest upon the prior assumption of any theory. The only general propositions that are accepted are those justified through direct observation.

Lockean inquiry systems are the epitome of experimental, *consensual* systems. They start from a set of elementary empirical judgments ("raw data," observations, sensations) and build up a network of ever-expanding, increasingly more general factual propositions. Whereas in Leibnizian inquiry the networks are theoretically, deductively derived, in a Lockean system they are empirically, inductively derived. The guarantor of such systems has traditionally been the function of human agreement—an empirical generalization is judged "objective," "true," or "factual" if there is sufficient widespread agreement on it by a group of "experts." The final information content of a Lockean system is identified almost exclusively with its empirical content.

Statistics provide a good example of Lockean methodology. In statistics the data vote, in a sense, on their own degree of validity in terms of probabilities, correlation coefficients, confidence limits, variances, etc. A human may then judge if the degree of validity is sufficient to infer a prediction. Pure experimentation, in the sense of measuring phenomena, is a typical Lockean endeavor. Many of the current generation of predictive economic models are basically Lockean in nature, since they rest largely on regression analyses of historical data.

In technological forecasting, trend extrapolation and regression analysis are simple and common examples of Lockean inquiry. In the typical application of trend extrapolation, the performance over time of various technological indicators (e.g., computer speed, aircraft carrying capacity, material strength, energy production) is plotted and then the curves are extrapolated to give future trends.

Even where the curve extrapolation procedure is governed by complex mathematical considerations, the process is still essentially Lockean. The reason is



that except for the possibility of statistical considerations, no theoretical model of the underlying phenomenon is used to guide the collection of the initial data or subsequent analysis, and, in this case, the extrapolation procedure. In other words, the activities of theoretical explanation or justification, raw data collection, and curve extrapolation are assumed to be separable or independent of one another. However, in a fundamental sense this is not, and never can be, the case. They may not be related by an explicit well-developed formal theory, but they are related nonetheless. One cannot consistently maintain that one can know *very little* of what the future will be like, and then argue that one knows with confidence that such and such a data set is a "relevant" and "reasonable" data base upon which to base a projection of what the future will be like. The point is that to make the judgment that a particular data set is *relevant* to a projection of the future is to articulate a theory—at the very least, a point of view—with respect to what the future will be like.

A more recent and far more interesting example of Lockean inquiry is the Delphi technique, first pioneered by Dalkey, Helmer, and Rescher at RAND. In very simple terms, Delphi is a procedure for fostering a communication process among a large group of individuals. In assessing the potential development of a technical area, a large group (typically in the tens or hundreds) is asked to "vote" on when they think certain events will occur. A major premise underlying the approach is the assumption that a large number of expert judgments is required to treat any issue adequately. (A face-to-face exchange among the group members would be inefficient or impossible because of the cost and time in bringing them together.)

The Delphi procedure is about as pure and perfect a Lockean procedure as one could hope to find. For one, the "raw data inputs" are the opinions or judgments of the experts. For another, *the validity of the resulting judgment of the entire group is typically measured in terms of the explicit degree of consensus among the experts.* The feature that serves to distinguish the Delphi from an ordinary polling procedure is the feedback of the information gathered from the group and the opportunity of the individuals to modify or refine their judgments based upon their reaction to the collective views of the group. Secondary characteristics are various degrees of anonymity enjoyed by the individual, and collective responses that avoid undesirable psychological effects with respect to the individual participant.

The strength of Lockean inquiry lies in its ability to sweep in rich sources of experimental data. Indeed, the sources are so rich that they literally overwhelm the current analytical capabilities of most Leibnizian systems. The weaknesses are those that beset all empirical systems. Although experience is undoubtedly rich, it can also be extremely fallible and misleading. The judgments that typically survive a Delphi procedure may not be the best judgments but represent, rather, the position of minimum compromise. As a result, the surviving judgments may lack the significance that extreme or conflicting positions may possess. Further, the "raw data," "facts," or "simple observables" of the empiricist on deeper analysis have *always* proved to be exceedingly complex and hence further divisible into other entities thought to be indivisible or simple, ad infinitum.

More troublesome still is the almost extreme and unreflective reliance on agreement as the sole or major principle for producing information, and even truth, out of raw data. Agreement may stifle conflict and debate when they are needed most, and its cost can be prohibitive. As a result, Lockean systems are best suited for working on well-structured problem situations for which there exists a *strong consensual* position on the nature of the problem situation. If these conditions or assumptions cannot be met or justified by the decision-maker—for example, if it seems too risky to base projections of what the future will be like on the judgments of experts, no matter how strong the agreement beween them—then some alternate system or inquiry may be called for, as in the previous case of the Leibnizian inquirer.

Kantian inquiry

The last two sections have illustrated the difficulties that arise from emphasizing one of the components of a tightly coupled system of inquiry to the detriment of the other components. Leibnizian inquiry emphasizes theory to the detriment of data and Lockean inquiry emphasizes data to the detriment of theory. When translated into practice, what often results is highly sophisticated models with little or no concern for the difficult problems associated with the collection of data or the seemingly endless proliferation of data with little regard for the dictates of currently existing models.

The recent controversy surrounding the attempts of Jay Forrester and Dennis Meadows, at M.I.T., to build a "world model" is a good illustration of the strong differences between these two points of view. The work of Forrester and Meadows represents an almost pure Leibnizian approach to the modeling of large complicated systems. Their model is, in effect,

I. Five philosophical approaches underlying technological forecasting

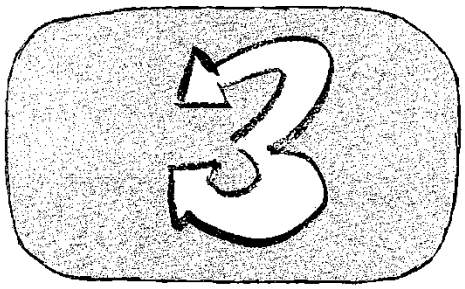
Inquirer Approach	Characteristics of Problem for Which Approach Is Suited	Forecasting Techniques	Examples
Leibniz	Well-defined Analytical	Simulation, modeling Correlation analyses Substitution analyses	Simulation of an electronic system, transportation system, factory, etc.
Locke	Well-defined Experimental	Regression analyses Consensus Delphis Trend extrapolation	Forecasting of specific technical developments—i.e., a low-cost home computer terminal
Kant	Definable Defined objective Mixed analytical and experimental	Normative forecasting Gaming Cost-benefit analyses Scenarios Morphological analyses	Defining and evaluating the alternatives to meet a given objective
Hegel	Ill-defined Opposing objectives Intuitive or synthetic reasoning required	Policy Delphis and structured discussion systems	Developing an alternative decision out of conflicting ones
Singer	Ill-defined Unclear objective Multidisciplinary aspects Reflective reasoning required	NONE	Finding the forecasting methodology that applies to a particular problem

data independent. One can criticize the model on pure Leibnizian grounds, e.g., whether the internal theory and structure of the model are sound with respect to current economic and social theory, and some of the critics have chosen to do this. However, it would seem that more often than not the critics have chosen to offer a Lockean critique, i.e., that some other way, say, using accurate statistical data, is a better way to build a sound forecast model of the world. Although this is a legitimate method of criticism, to a large extent it only further exacerbates the differences between the two approaches. Hence it misses the real point, which is not whether the Forrester–Meadows approach *is* the correct Leibnizian approach, or whether there is *a* correct Lockean approach, but rather whether *any* Leibnizian or Lockean approach acting independently of the other could ever possibly be "correct."

Forrester and Meadows seek to validate their approach through the robustness and richness of their *model*, and their Lockean critics attempt to establish the validity of their approach through the priority and "regularity" of the statistical *data* to which they appeal. If the debate proves anything, it raises the serious question as to whether an advanced society can continue to rely on purely Leibnizian or Lockean efforts for its planning. To really evaluate the relative merits of separate Leibnizian or Lockean inquirers, it is necessary to go to a philosophy that incorporates both, such as the Kantian inquirer.

The sense of Kantian inquiry can be rather quickly grasped from the general characteristic that truth is *synthetic*; i.e., the truth content of a system is not located in either its theoretical or its empirical components, but in *both*.

A corollary is that neither the data input nor the theory has priority. Theories or general propositions are built up from data, and in this sense theories are dependent on data, but data cannot be collected without the prior assumption of some theory of data



collection (a theory of "how to make observations," "what to observe," etc.), and in this sense data depend on theories. *Theory and data are inseparable.*

An important feature of Kantian inquiry is that for any problem, one must build *at least two* alternate representations or models. The hope is that out of these alternate representations, or fact nets, of a decision-maker's or client's problem, there will be one that is "best" for representing the problem. The defect of Leibnizian and Lockean inquiry is that they give only one view of the problem. Kantian inquiry attempts to give *many* explicit views. The guarantor of such systems is the degree of fit or match between the underlying theory (theoretical predictions) and the data collected under the presumption of that theory.

Kantian inquiry places such heavy emphasis on alternate models because, in dealing with problems such as the nature of the future, the real problem is how to get as many perspectives as possible on the nature of the subject problem. Problems like the future cannot be formulated and solved via a single well-structured approach. In dealing with the future, we are not dealing with the concrete realities of human existence, but, if only in part, with hopes, dreams, plans, and aspirations. Since different men rarely share the same aspirations, it seems that the best way to "analyze" aspirations is to compare as many of them as we can. If the future is 99 percent aspiration or plan, it would seem that the best approach is *to draw forth explicitly as many different aspirations or plans for the future as possible.* In short, we want to examine as many different *alternate* futures as we can.

In the field of technological forecasting, normative forecasting, planning programming budgeting systems (PPBS), and cost-effectiveness or cost-benefit analysis are all examples of Kantian inquiry, although at such a low level as to be almost more Leibnizian than Kantian in nature. The Kantian element these approaches share is the fact that they are all concerned with *alternate paths* or *methods* of getting from a present state to a future state characterized by certain objectives, needs, or goals (or vice versa). When these various planning vehicles have failed, it has often been a problem of unclear or fuzzy objectives or poor compatibility among data, models, and objectives. Furthermore, the systems are usually applied with a questionable and implicit Leibnizian assumption that all benefit or effectiveness measures can be expressed in dollars.

In recent years, there have been a number of Delphi studies that more actively take on the characteristics of Kantian inquiry. These differ fundamentally from the original Delphis, which were strongly Lockean in orientation. The initial Delphis were characterized by a strong emphasis on the use of consensus by a group of "experts" as *the* means to converge on a *single* model or position on some issue. In contrast, the explicit purpose of a Kantian Delphi is to elicit alternatives on which to base a comprehensive overview of the issue. In terms of communication processes, although a "consensus" or Lockean Delphi is better suited to setting up a communication structure among an already informed group that possesses the same general core of knowledge, a Kantian or "contributory" Delphi attempts to design a structure that allows many "informed" individuals in different disciplines or specialties to contribute information or judgments to a problem area that is much broader in scope than the knowledge that any one of the individuals possesses.

This type of Delphi has been applied to conceptualizing such problems as: (1) defining a structural model for material flows in the steel industry; (2) examining the present and the potential role of the

Recommended Reading

The references listed below are intended to provide the reader with general reviews, further background, and some specific examples of topics covered in the article. On the subject of inquiry systems the best place to seek further explanation would be:

Churchman, C. W., *The Design of Inquiring Systems.* New York: Basic Books, 1971.

Those interested in attempts to construct formal mathematical representations of inquiry systems are directed to the following three articles:

Mitroff, I. I., "A communication model of dialectical inquiring systems—A strategy for strategic planning," *Management Sci.*, vol. 17, no. 10, pp. B-634–B-648, June 1971.

Mitroff, I. I., and Betz, F., "Dialectical decision theory: A meta-theory of decision making, " *Management Sci.*, to be published.

Mitroff, I. I., "Epistemology as a basis for building a generalized model of general policy-sciences models, " *Management Sci.* (special issue on "The Philosophy of Science of Management Science"), to be published.

The first book to organize into one source many of the fundamentals of technological forecasting and to attempt to provide a conceptual framework was

Jantsch, E., *Technological Forecasting in Perspective.* Organization for Economic Co-operation and Development (OECD), 1967.

Some more recent books are:

Ayres, R. U., *Technological Forecasting and Long-Range Planning.* New York: McGraw-Hill, 1969.

Cetron, M., and Ralph, C., *Industrial Applications of Technological Forecasting, Its Utilization in R & D Management.* New York: Wiley-Interscience, 1971.

Martino, J., *Technological Forecasting for Decision-making.* New York: American Elsevier, 1972.

A short review of the Delphi method may be found in

Turoff, M., "Delphi and its potential impact on information systems, "*Proc. Fall Joint Computer Conference*, vol. 39, AFIPS Press (American Federation of Information Processing), 1971.

A comprehensive guide to the Delphi technique will be found in

Linstone, H., and Turoff, M., The Delphi Method and its Application. New York: American Elsevier, Fall 1973.

The *Journal of Technological Forecasting and Social Change* (American Elsevier Publishing Co.) is one of the best sources for articles of a specific nature on methodology. Examples pertaining to techniques mentioned in this article include:

Roberts, E. B., "Exploratory and normative technological forecasting: A critical appraisal," vol. 1, no. 2, Fall 1969.

Martino, J., "Correlation of technological trends," vol. 1, no. 4, Spring 1970.

Turoff, M., "The design of a policy Delphi," vol. 2, no. 2, 1970.

Martino, J., "Examples of technological trend forecasting for research and development planning," vol. 2, no. 3/4, 1970.

Fisher, J. C., and Pry, R. H., "A simple substitution model of technological change," vol. 3, no. 1, 1971.

Turoff, M., "An alternative approach to cross impact analysis," vol. 3, no. 2, 1972.

The Futures Journal of Forecasting and Planning (IPC Science and Technology Press Ltd., U.K.) is a good source for papers on the results from technology forecasting and assessment studies.

The magazine of the World Future Society (Washington, D.C.) provides a source of general review articles for the intelligent layman; e.g., the December 1971 issue (vol. 5, no. 6) was devoted to technology assessment.

Listed below are several other items related to the topics covered and which the authors recommend as reading material. Those by Mishan and Schultz are rather down-to-earth discussions in the general areas of planning, assessment, and technology, and should effectively illustrate some of the differing philosophies and views possible on these subjects.

Ackoff, R. L., "Towards a system of systems concepts," *Management Sci.*, vol. 17, no. 11, pp. 661–671, July 1971.

Churchman, C. W., Ackoff, R. L., and Arnoff, E. L., *Introduction to Operations Research.* New York: Wiley, 1957.

De Jouvenel, B., *The Art of Conjecture.* New York: Basic Books, 1967.

Helmer, O., "On the epistemology of the inexact sciences, "*Management Sci.*, vol. 6, 1959.

Mason, R. O., "A dialectical approach to strategic planning, "*Management Sci.*, vol. 15, no. 8, pp. B-403–B-414, Apr. 1969.

Mishan, E. J., *Technology and Growth.* New York: Praeger, 1969.

Schultz, C. L., *The Politics and Economics of Public Spending.* Washington, D.C.: Brookings, 1964.

mentally retarded in society; (3) forecasting the future characteristics of recreation and leisure; and (4) examining the past history of the internal combustion engine for a clue to significant events possibly affecting its future. Although all of these Delphis had specific forecasting objectives, the problems are so broad that the objectives could not be achieved if the parties to the Delphi were from the same specialized interest group. (For example, educators, psychiatrists, parents, and teachers all have different and valid perspectives to contribute to the definition of the "problem" of the mentally retarded.) Thus, the goal, at least in the initial stages, is not to reach consensus on a single definition but rather to elicit many diverse points of view and potential aspects of the problem. In essence, the objective is to establish how to fit the pieces of a jigsaw together, and even to determine if it is one or many puzzles.

Kantian inquiry is best suited to problems that are inherently ill-structured; i.e., the kinds of problems that are inherently difficult to formulate in pure Leibnizian or Lockean terms because their nature does not admit of a clear consensus or a simple analytic attack. On the other hand, the Kantian inquiry is not applicable to the kinds of problems that admit of a single clear formulation because here the proliferation of alternate models may be too costly or time consuming. Kantian inquiry may also overwhelm those who are used to "the single best model" approach to any problem. Of course, this in itself is not necessarily bad if it helps to teach those who hold this belief that there are some kinds of problems for

which there is no one best approach. Social problems inherently seem to be of this kind and thus to call for a Kantian approach. The concept of "technology assessment" as a vehicle for determining the relationships between technology and social consequences would also seem to imply the necessity of at least a Kantian approach. Many efforts labeled as assessments have proved inadequate because they were conducted as Leibnizian or Lockean inquiries.

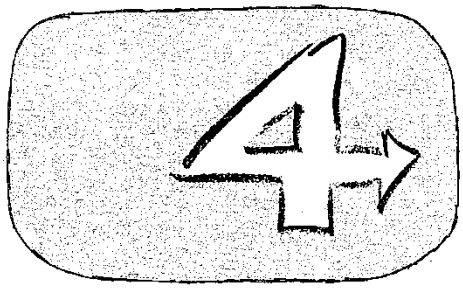
Hegelian inquiry

The fourth in our spectrum of inquiry systems is the Hegelian, or dialectical, inquiry. Its basic idea is that truth is conflictual, that is, the truth content of a system is the result of a highly complicated process that depends on the existence of a plan and a diametrically opposed counterplan. The plan and the counterplan represent strongly divergent and opposing conceptions of the whole system. Their function is to engage each other in an unremitting debate over the "true" nature of the whole system, in order to draw forth a new plan that will hopefully reconcile (synthesize, encompass) the plan and the counterplan. A corollary to this is that by itself the data input sector is totally meaningless and only becomes meaningful—i.e., "information"—by being coupled to the plan and the counterplan.

Thus, Hegelian inquiry systems are the epitome of conflictual, synthetic systems. They build at least two, completely antithetical, representations of any problem. Hegelian inquiry starts by identifying or creating two strongly opposing Leibnizian models of a problem that constitute the contrary underlying assumptions regarding the problem's theoretical nature. Both of these Leibnizian representations are then applied to the same Lockean data set in order to demonstrate that the same data set can be used to support either theoretical model. The point is that data are *not* information; *information results from the interpretation of data.* It is intended that out of a dialectical confrontation between opposing interpretations (e.g., the opposing "expert" views of a situation), the underlying assumptions of both Leibnizian models (or opposing policy experts) will be brought to the surface for conscious examination by the decision-maker, who is dependent upon his experts for advice. It is also hoped that as a result of witnessing the dialectical confrontation between experts or models, the decision-maker will be in a better position to form his own view (build his own model or become his own expert) on the problem that is a "creative synthesis" of the two opposing views. Whereas in the Lockean inquiry the guarantor is agreement, in the Hegelian it is intense conflict—the presumption that conflict will expose the assumptions underlying an expert's point of view that are often obscured *precisely because of* the agreement between experts.

Hegelian inquiry is best suited for studying ill-structured problems. These are the problems that, precisely because of their poor structure, will produce intense debate over their "true" nature. Conversely, it is not recommended for well-structured, clear-cut problems because here conflict may be a time-consuming nuisance.

Except for the policy Delphi concept of Turoff, the use of conflict as a methodology is conspicuously absent in the field of technological forecasting. In the "policy Delphi" the communication process is designed to produce the best pro or con arguments underlying various policy alternatives or resource-allocation alternatives. In a non-Delphi (face-to-face) mode one of the most interesting applications can be found in the activity of corporate or strategic planning. In an important case study, Richard Mason literally pioneered the development of what may be termed the dialectical inquiring system (DIS).



The situation encountered by Mason was one in which the nature of the problem prevented traditional well-structured technical approaches to planning (Leibnizian and Lockean) from being used. Mason studied a company where two strongly opposing groups of top executives had almost completely contrary views about the fundamental nature and management of their organization. Faced with a crucial decision concerning the company's future, each group offered fundamentally differing plans as to how to cope with the situation. Neither plan could be proved or "checked out" by performing any technical study, since each plan rested on a host of assumptions, many of them unstated, that could probably never be verified in their entirety even if sufficient time had been available. Indeed, if the executives wanted to be around in the future to check on how well their assumptions turned out, they had to make a decision in the present. It was at this point that the company agree to let Mason try the DIS.

After careful study and extensive interviews with both sides, Mason assembled both groups of executives and made the following presentation: First, he laid out side by side on opposite halves of a display board what he took to be the underlying assumptions on which the two groups were divided. Thus, for every assumption of the one side there was an opposing assumption for the other side. Next, Mason took a typical set of characteristic operating data on the present state of the company (profit, rate of return on investment, etc.) and showed *that every piece of data could be used to support either the plan or the counterplan; i.e., there was an interpretation of the data that was consistent with both plans.* Hence, the real debate was never really over the data, as the executives had previously thought, but over the underlying assumptions. Finally, as a result of witnessing this, both groups were asked *if they, not Mason,* could now formulate a new plan that encompassed their old plans. Fortunately they could, and because of the intense

and heated debate that took place, both groups felt they had achieved a better examination of their proposed course of action.

Of course, such a procedure does not guarantee an optimal solution. But then, the DIS is most applicable to those situations in which the problem cannot be formulated in pure Leibnizian terms for which a unique optimal solution can be derived. DIS is most appropriate for precisely those situations in which there is no better tool to rely on than the opinions of opposing experts. Where the future is 99 percent opinion and assumption, the DIS may be most apt.

The DIS and policy Delphis differ fundamentally from other techniques and procedures that make use of conflict. In an ordinary courtroom debate, for instance, both sides are free to introduce whatever supporting data and opposing arguments they wish. Thus, the two are confounded. In a DIS or a policy Delphi the opposing arguments are kept strictly apart from the data so that the crucial function of the opposing arguments can be explicitly demonstrated. This introduces an element of artificiality that real debates do not have, but then it also introduces a strong element of structure and clarity that nakes this use of conflict much more controlled and systematic. In essence, the Hegelian inquiry process dictates a conceptual communication structure that relates the conflict to the data and the objectives. Under this conception of inquiry, conflict is no longer antithetical to Western science's preoccupation with objectivity; indeed, conflict actually serves objectivity in this case. This perhaps will be puzzling to those who have been brought up on the idea that objectivity is that upon which men agree and not on what they disagree. Although the Hegelian inquirer does not always lead to a new agreement, or a new plan, when it does the agreement is likely to be stronger.

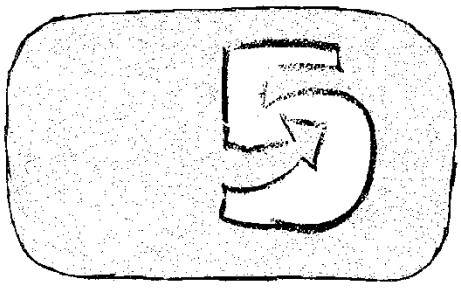
The Singerian system of Inquiry

The most complicated of the inquirers discussed here, and hence the most difficult to describe fully, is based on the philosophy of the early 20th century American pragmatist, Edgar Singer. Its main features are as follows: Truth is *pragmatic;* that is, the truth content of a system is relative to the overall goals and objectives of the inquiry. A model of a system is teleological or explicitly goal-oriented, in the sense that the truth of the model is measured with respect to its ability to articulate certain systems objectives, to create several alternate means for securing these objectives, and finally, at the "end" of the inquiry, to specify new goals that remain to be accomplished by some future inquiry. Singerian inquirers thus never give final answers to any question, although at any point they seek to give a refined, specific response.

As a corollary, Singerian inquiry systems are the most strongly coupled of all the inquirers. No single aspect of the system has any fundamental priority over any of the other aspects. The system forms an inseparable whole. Singerian inquiry takes holistic thinking so seriously that it constantly attempts to sweep in new variables and additional components to broaden the base of concern. For example, it is an explicit postulate of Singerian inquiry that the system designer is a fundamental part of the system, and as a result his psychology and sociology must be explicitly considered as one of the system components.

Singerian inquirers are the epitome of synthetic, multimodel, *interdisciplinary* systems. In effect, Singerian inquiry constitutes a theory about all the other inquirers (Leibnizian, Lockean, Kantian, Hegelian), and forms a theory about how to manage their application.

Singerian inquiry systems contain some rather distinctive features that none of the others possess. One is that they speak almost exclusively in the language of commands; for example, "*Take* this model of the system as the true mode." The point is that all of the models, laws, and facts of science are only approximations. The "hard facts" and "firm laws" of science are only "facts" and "laws" if we are willing to accept certain strong assumptions about the nature of the reality underlying the measurement of the facts and the operation of the laws. The thing that serves to legitimize these assumptions is the command, in whatever form it is expressed, to take them seriously ("*Take* this as the true model underlying the phenomenon in question so that with this model as a background we can do such and such experiments"). Thus, for example, the Bohr model of the atom is not a "factually real description of the atom" but if we regard it as such we can perform certain experiments and make certain theoretical predictions that we would be unable to do without the model. What Singerian inquirers do is to draw these hidden commands out of every system so that the analyst is hopefully in a better position to choose his commands carefully.



Singerian inquiry also greatly expands on the potential set of system designers and users. In the extreme, the set is broadened to include all of mankind, since in an age of larger and larger systems nearly everyone is affected by or affects every other system. Singerian inquirers attempt to base their forecast of the future on the projections of as many diverse disciplines, professions, and personalities as possible.

As far as we know, Singerian inquiry is virtually absent from the field of technological forecasting and assessment. However, the implication of Singerian inquiry for technological forecasting is that the supposed "fundamental polarity of exploratory and normative technological forecasting" completely breaks down. According to conventional wisdom, "exploratory technological forecasting starts from today's assured basis of knowledge and is oriented toward the future, whereas

normative technology forecasting first assesses future goals, needs, desires, missions, etc., and works backward to the present." (Jantsch; see "Recommended Reading.") However comforting this sounds, it ignores the basic Singerian point that every description of the present ("today's assured basis of knowledge") is based on some normative conception of the future (i.e., "future goals, needs, desires, missions, etc."). In Singerian terms, it is incredibly naive to take as "fundamental polarities" that which fundamentally interacts. Our normative plans for the future are idealized plans for expanding our knowledge of "what is known in the present." One of the reasons why man has always been interested in the future is that he has always been dissatisfied with that which he has and knows in the present. Our plans for the future express what we wish the present were like,

The strength of Singerian inquiry is that it gives the broadest possible modeling of any inquirer on any problem. The weakness is the potentially prohibitive costs involved in such comprehensive modeling efforts. However, given the increased fear and concern with our environment, we may no longer have the choice but to pay the price. We may no longer be able to afford the continued "luxury" of building large-scale Leibnizian and Lockean technological models devoid of the serious and explicit ethical considerations that can be handled with Singerian inquiry.

A look at structure

Having now examined five philosophies of forecasting, we will turn briefly to a consideration of what might be called its structure (and assessment).

The actual process of conducting a technological forecasting or assessment study can be said to concern itself with six basic types of information:

1. Feasible technological developments. Feasible usually means, in this context, technically feasible if the "required" resources are invested or available.
2. Potential applications. This is any possible application of the previous technological developments without regard to their "good" or "bad" values.
3. Significant applications. This is some subset of "all" potential applications or a transformation to some set that is significant to the study's intent.
4. Potential consequences. Any consequences, "good" or "bad," that may affect opinions of scenarios about the future, or our interpretation of the past.
5. Policy or resource allocation issues. The decision questions under examination or arising as a result of observing potential consequences.
6. Potential resolutions of issues. The controls that can be imposed to affect the likelihood of various developments, applications, and consequences.

In practice, most technological forecasting and assessment studies focus attention on one of these six categories and treat the others with various degrees of implicitness or explicitness. We are in a situation today very reminiscent of the blind man and the elephant. It is common to find engineering forecasting studies that focus only on the first or second elements—developments and applications—with little reference to the other items. In contrast, those who look at the assessment elephant from the view of the social sciences usually focus on the consequences and policy issues. Frequently the new technological assessment efforts are looked upon as an entirely different breed of animal from the "classical" technological forecasting used for organizational planning purposes. It is interesting, therefore, that one observation we can make explicitly from this structure is that the *only* evident distinction between the two is in how we define the scope of the "potential consequences." In forecasting, we are concerned with the effects on the organization (profits, markets, mission objectives, etc.); and in the assessment the effects of concern are those on society (changes in lifestyle, job markets, education, pollution, etc.).

There are two considerations that considerably complicate the deceivingly simple structure for technological forecasting and assessment. The first is the problem of "enumeration"—how does one attempt to ensure that all relevant pieces of information are included in the analysis? The morphological approach to this is the process of finding a model for classifying "all" items within a category into some finite set of subcategories that span the region of interest. In many cases these subcategories are tied to specific ranges of physical parameters such as velocity, frequency of radiation, weight, etc. Although this approach works well when talking about developments or applications, immediate difficulties or disagreements arise when one moves into the area of consequences or policy.

The second aspect of complication lies in attempting to describe the interactions, interrelationships, and causal effects among these various enumerated items. Our view of the future is dependent upon our view of the present and the resulting view of the past. Given *ten* events about the future there are about *ten million* relationships that could, in principle, be described among this small event set. Many of the techniques in forecasting are merely attempts to define a less involved and approximate structure that is sufficient for picking out the significant interactions in any set of items. These approaches fall broadly into two general categories: matrix and network representations. Some of the names under which these two approaches are often disguised are cross impact, cross support, management matrices, relevance trees, decision networks or trees, and patterns.

When a well-understood structure exists that is fairly sparse with respect to interactions among the items, then a network or tree structure is often used. When the structure is not well understood or not sparse, various matrix methods are usually employed for defining the structure. If a good morphological set has been defined, the techniques for defining these relationships may be applied to the elements of the morphological representation, as opposed to the original information items. Since there are an unlimited number of ways we can model the future, there exists a rich and growing literature on these morphological and impact or relationship techniques. For the limited objectives of this discussion, a concept of the inquiry process associated with each step in the technological forecasting and assessment cycle should be sufficient to provide the reader with a perspective for evaluating these various techniques.

The process of delineating and examining techno-

Philosophical role playing in the executive suite

In any discussion involving such topics as planning and assessment it is not difficult to relate the statements and questions raised to the various philosophies of inquiry. Consider, for example, a group of managers discussing a prospective project. A Lockean manager might well begin with the typical intuitive assertion:

"Give me these particular people and I'll be able to do the job."

If Leibniz were in the room he would probably respond with:

"You do the job with the people you have!"

Underlying this reply is a model that a certain number of people working a certain number of hours will be able to do a certain job, and this is independent of the data (in this case of who does the work).

In contrast, Kant, who is interested in objectives, would probably ask:

"Why do you want to do the job?"

and Hegel would pose a significant variation of Kant's question:

"What are the advantages of *not* doing the job?"

Hegel wants to be sure that the opposing view is recognized and that we might not be better off by not doing the job.

Finally, there is Singer, who, unless he happens to be the boss, is usually the person most prone to getting fired. Because Singer tends to reflect on what is taking place and seek out the hidden assumptions or underlying psychology, he has a tendency to discover what most individuals have subconsciously agreed not to discuss. In this case he might very well wish to broaden the discussion by asking:

"Why do you have the people you have if they cannot do the job?"

logical developments and applications can be handled by setting up a Leibnizian or Lockean inquirer that utilizes various implicit future scenarios and representations of the past as the raw data input. The problem of determining "significant" applications and the resulting potential consequences dictates at least the use of a Lockean inquirer and possibly a Kantian inquirer. Especially when the problem is more of an assessment than a forecast, the Kantian approach should be mandatory for this part of the cycle. In the area of policy and resource allocation, either a Kantian or Hegelian process would seem to be appropriate. At this point most study efforts usually terminate. However, the forecasting process is best viewed as a continuous cycle with two important feedback loops: the overall inquiry process should cause us both to examine the past for its possible reinterpretation, and to reconceive our conceptualization of the future. The two of these taken together represent a Singerian process that ties all the other elements of the system together into a continuous reflective cyclic process.

When technology forecasting and assessment are viewed from this perspective, the process of studying the future becomes inseparable from the process of studying the past. A good forecaster should therefore be a good historian.

Finally . . .

In conclusion, we would point out that what separates science from mythology is not the subject matter of an inquiry but the approach. Something is a science if it can show (1) what that something needs to control, and (2) how to control it so that someone can study it in a controlled and systematic or scientific way. In the field of technological forecasting we are just beginning to be aware of the first part, i.e., that the number of things we need to control (study) in order to make forecasts is indeed large. At the very minimum we need not only sweep in the things that the physical and social sciences study, but those that the humanities study as well, such as ethics.

In the end, it is the philosophical ability to be self-reflective that separates science from mythology. Self-reflection implies a realization that as much as our inquiry models describe and represent reality, they also describe and represent us, our psychology. Thus, for example, reflection points out that the mathematical type (the Leibnizian analyst) has an incessant need to reduce every problem to a mathematical one, even where it is not appropriate or efficient; the realist (Lockean) exclusively associates reality with facts or hard data even where the data are limited and confining; the idealist (Kantian) associates reality with possibilities even where they are not feasible; the pragmatist (Singerian) associates reality with the feasible or the do-able, even when it is not worth doing; and the conflictual (Hegelian) restricts reality to that which survives a strong debate even where a debate is not called for. The difference between science and mythology is that the former, unlike the latter, attempts to study itself—to raise to consciousness its underlying premises and psychology. In short, a scientist understands the philosophy underlying what he is doing. Applying "scientific" methods without this understanding is the application of a methodology.

A more detailed version of this paper will be found in the *Journal of Technological Forecasting and Social Change*, vol. 5, no. 1, Fall 1973.

Ian I. Mitroff is an associate professor in the Graduate School of Business and the Interdisciplinary Doctoral Program in Information Science at the University of Pittsburgh. He also holds two research appointments, in the Philosophy of Science Center and in the Learning, Research, and Development Center. His Ph.D. is in engineering science with a minor in the philosophy of science from the University of California, Berkeley. His current research includes the design of philosophically based information systems. He has also recently completed a major sociology of science study of the Apollo moon scientists.

Murray Turoff is currently with the Systems Evaluation Division in the Office of Emergency Preparedness of the Executive Office of the President. He has been associated with the Institute for Defense Analyses and IBM. His principal areas of professional interest are Delphi design, information systems, modeling, simulation, gaming, and technological forecasting. Dr. Turoff currently teaches a course in technological forecasting at the American University. He received the Ph.D. in physics from Brandeis University and the B.A. degree in mathematics and physics from the University of California at Berkeley. He has, however, been working primarily in operations research and computer applications since 1964, and is the author of a number of papers.

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March 26, 2021

VIA E-MAIL: info@baycrossingstudy.com
Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224

RE: Tier 1 Draft Environmental Impact Statement (DEIS)
Chesapeake Bay Crossing Study

On behalf of the Talbot County Council, I am again going on record against the Corridor 8 Chesapeake Bay Crossing proposal moving into the Tier 2 study. Enclosed herewith please find correspondence from Talbot County dated November 27, 2017, December 17, 2019 and August 12, 2020 that I am requesting be made part of the public record.

The County Council discussed the Tier 1 Draft Environmental Impact Statement (DEIS) at its meeting on March 23, 2021. Corridor 8 impacts four of the county's historic villages: Claiborne, Copperville, Tunis Mills and Unionville. These low density historic residential communities are an important component of the county's rural character and are recognized for their significant heritage and pattern of development. The County is committed to protecting these historic communities, some of which are low-income and majority minority populations, and it is distressing that these considerations are not acknowledged in the DEIS.

Additionally, it is important to be cognizant of maintaining traffic flow not only across the Chesapeake Bay, but throughout the U.S. Route 50 corridor. The current traffic flow through Talbot County on U.S. Route 50 is of concern, particularly during the summer months. Consideration should be given for the construction of an overpass at the intersection of U.S. Route 50 and Maryland Route 404 as well as the addition of a third travel lane on U.S. Route 50. With numerous traffic lights between Chapel Road and Dutchmans Lane, significant bottlenecks are occurring both with the traffic flow on U.S. Route 50 and traffic crossing U.S. Route 50. The County has noted for several years, most recently in its 2020 Priority Listing for the Consolidated Transportation Plan to the Maryland Department of the Environment, concerns with the following areas:

US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50.

The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

MD Route 50/MD Route 331 – Dover Street Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

US Route 50/Chapel Road - Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Chapel Road, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

In addition, the Maryland Route 33 corridor serves as the sole evacuation route for the populated Bay Hundred peninsula. Additional heavy traffic on this road as a result of an additional Chesapeake Bay crossing would be of significant concern particularly during weather related emergencies. As noted in the 2020 Priority Listing for the Consolidated Transportation Plan:

MD Route 33 Capacity and Evacuation Improvements
During weather-related emergencies such as Tropical Storm Isabel and Hurricane Irene, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the county. *The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula.* Accordingly, elevation modification to eliminate or minimize storm surge road flooding, as well as capacity improvements, should be pursued to protect the lives and safety of citizens in this area. Also, portions of this corridor between the Town of St. Michaels and the Town of Easton experience some weekday capacity issues which are anticipated to increase in the future. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near its intersection with MD Route 322. As an interim measure, the MD Route 33 corridor should be evaluated for any issues or problems that would need to be resolved in future improvements.

In closing, the Talbot County Council is against the Corridor 8 Chesapeake Bay Crossing proposal moving into the Tier 2 study. Thank you for the opportunity to comment.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY



Chuck F. Callahan, President

CFC/jkm
Attachments

Cc: Sylvia Mosser, AICP, Maryland Department of Planning

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JENNIFER L. WILLIAMS, President
COREY W. PACK, Vice President

DIRCK K. BARTLETT
CHUCK F. CALLAHAN
LAURA E. PRICE

November 27, 2017

Kevin Reigrut, Executive Director
Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

Re: Chesapeake Bay Crossing Study – Talbot County

Dear Director Reigrut:

Please consider this letter as the Talbot County Council's formal request that Talbot County be removed from consideration as a corridor for any proposed future capacity expansion across the Chesapeake Bay.

While the County Council recognizes that current and future traffic volumes may warrant the need for an additional crossing, Talbot County's road infrastructure is severely insufficient to handle the anticipated increases in traffic.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Jennifer L. Williams
President

cc: Pete K. Rahn, Secretary, Maryland Dept. of Transportation
Senator Adelaide Eckardt
Delegate John Mautz, IV
Delegate Christopher Adams

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December 17, 2019

Melissa Williams, Director of Planning and Program Development
Maryland Transportation Authority
2310 Broening Highway
Baltimore, Maryland 21224

Re: Chesapeake Bay Crossing Study - Corridor 8 Alternative – Items of Consideration Justifying Denial as "Preferred Corridor Alternative"

Dear Ms. Williams:

The Talbot County Council is on record with your office against the Corridor 8 proposal moving into the Tier 2 study and as such has several additional items to submit justifying that position. Specifically, the County's recently updated Comprehensive Plan and related land use documents raise numerous areas of concern that should preclude Corridor 8 Alternative from becoming the "Preferred Corridor Alternative".

The County has adopted a Chesapeake Bay Critical Area Plan which affects all waterfront areas of the County 1,000 feet landward from the shoreline or the inland edge of tidal wetlands. This action to implement the State's Critical Area program effectively converted 57,498 waterfront acres to a very low density of one dwelling unit per 20 acres. These areas are characterized by natural environments such as floodplains and wetlands, agriculture, forestry and fisheries, and critical habitat. It is the County's intent to retain these areas in such uses, in support of the State's efforts regarding the Chesapeake Bay Critical Area.

The upland portions contiguous to the Critical Area are equally important because of the high concentration of sensitive natural areas in close proximity to the tributaries of the Chesapeake Bay. Like the Critical Area, this area also features a mix of agriculture, low-density residential and natural resource areas.

In addition, these narrow land areas have few routes to inland parts of the County. Flooding, traffic and other road obstructions have demonstrated legitimate cause for concern, should development overcome the capacity for safe transit through these areas.

Conserving the agriculture, forestry, recreational and resource conservation uses that form the character of these areas is a high priority. Detailed zoning regulations have been adopted which direct, manage, control and minimize the adverse impacts of growth of these sensitive areas. The Chesapeake Bay Crossing Study Option 8 alignment would bisect and directly impact the County's most environmentally sensitive areas. The County has adopted detailed zoning regulations to direct, manage, control and minimize the adverse impacts of growth on these areas, including regulations in the Rural Conservation (RC) and Western Rural Conservation (WRC) zoning district.

Specific policy statements of the Comprehensive Plan follow as noted:

- The County is committed to protecting these sensitive environmental areas and future development in the sensitive areas should be primarily characterized by open space, agriculture, forestry, and low-density single-family detached homes (Policy 2.27). New development is restricted in sensitive areas and the protection and enhancement of environmental resources should be ensured (Policy 6.27).
- Agriculture and forest cover should remain the dominant land uses (Policy 2.28).
- Development within the 100-year floodplain associated with the Critical Area is also limited to minimize disturbance and protect life and property (Policy 6.23).
- The County also recognizes the importance of stream corridors as water quality buffers and wildlife habitat and encourages their protection in an undisturbed state (Policy 6.24).
- A County objective is to coordinate with federal and state agencies to preserve existing wetlands where possible and goal of "no net loss" of wetlands (Policy 6.30).
- Maintaining natural topography, drainage ways and tree cover should be a priority when determining the location of roads, placement of structures and site improvements (Policy 6.34).
- Forests and vegetation should be preserved in stream corridors to preserve the integrity of associated waterways (Policy 6.29).
- The County directs intense growth and development away from threatened and endangered species habitat and maintain low density conservation zoning in areas where such habitats are identified (Policy 6.35).

In addition to the County Comprehensive Plan, the County's Green Infrastructure Plan identifies multiple focus areas throughout the County. The Green Infrastructure Plan is an inventory of land and water areas that correspond with conservation priorities based on defined attributes. Two areas in particular would be impacted by Option 8; the Claiborne/Eastern Bay Shores and Miles/Wye East River Peninsula focus areas. Through the Plan, the County has identified these focus areas to enable County leaders to make the most educated conservation and land use decisions and to protect the County's valuable ecological, agricultural and aquatic resources.

Greenway hubs are significant areas that provide for wildlife habitat and biodiversity. They also often have scenic qualities, emphasize cultural and historic resources and include places or trails with historic and cultural values providing educational, scenic, recreational or economic benefits to the community.

Ms. Melissa Williams
December 18, 2019
Page 3

Corridor 8 would also impact four of the County's historic villages: Claiborne, Copperville, Tunis Mills and Unionville. These villages are notable among the County's residential areas; they are low density historic residential communities that are an important component of the County's rural character and recognized for their significant heritage and pattern of development. The County is committed to safeguarding these attributes and maintaining their sense of place.

It is for the above outlined reasons that the Talbot County Council is against having Corridor 8 selected as the "Preferred Corridor Alternative". The Council stands ready to discuss this matter with any party necessary to further the case against moving forward with Corridor 8.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY

Corey W. Pack, President

CWP/jkm

Talbot County Department of Planning and Zoning
215 Bay Street, Suite 2
Easton, Maryland 21601

Phone: 410-770-8030
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August 12, 2020

Heather Lowe, Project Manager
Maryland Transportation Authority
Division of Planning and Program Development
Point Breeze 2310 Broening Highway
Baltimore, MD 21224

Re: Bay Crossing Section 106

Dear Ms. Lowe,

The National Historic Preservation Act mandates the Section 106 process to accommodate historic preservation concerns in consultation with agency officials and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of the project. It is our understanding that the Section 106 process is running parallel to the draft Environmental Impact Statement process. Talbot County and the Historic Preservation Commission appreciates the opportunity to provide comment on the Chesapeake Bay Crossing Study, Tier 1 NEPA (Study).

The Study considers three Corridor Alternatives Reviewed for Analysis (CARA), each two-miles in width and known as the Area of Potential Effects or APE, from an original 14 corridors. It is our understanding that each CARA is designed to connect existing major roadway infrastructure of four lanes or greater and specific roadway alignments for possible crossing locations identified in the Tier 1 Study. Identification of alternative alignments would occur in Tier 2, if Tier 1 concludes with the selection of a Preferred Corridor.

Talbot County's Corridor 8 begins in Annapolis, roughly follows MD 424 and MD 214, crossing the Bay near Mayo, and passing just south of the southern tip of Kent Island, then curves northeast. The corridor returns to land on the Eastern Shore near MD 33, west of St. Michaels. From there, Corridor 8 crosses the Miles River and does not follow the existing roadway network until it ties-in with MD 50 north of Easton.

As a Tier 1 NEPA study, the two-mile wide CARA encompass the area where potential effects from an undertaking may occur. The Area will be re-delineated, based on the location of the alignment alternatives (within the Tier 1 Preferred Corridor) as additional information becomes available about the potential effect on historic properties.

This memo concerns preliminary identification, within Talbot County, of the likely presence of architectural and archaeological (terrestrial and underwater) resources in the APE. The intent was to identify known historic properties and identify the potential for additional properties through recorded or unrecorded resources. In addition to structures, data was reviewed to identify potential underwater archaeological sites not yet recorded by MHT.

Corridor 8 contains the most archaeological resources of the three corridors, with the highest number of NRHP listed or eligible sites, the highest number of unevaluated sites and the highest number of recorded shipwrecks. In total, 17,580 acres may require additional terrestrial survey; the highest among the three corridors.

There are 14 recorded historic properties in Corridor 8 (Table 7-8). Of these, 11 are listed in the National Register of Historic Properties (NRHP) and three have been determined eligible for listing–two by preservation easement. Properties with Maryland Historical Trust (MHT) easements are considered by MHT to be eligible for the NRHP regardless of whether a formal Determination of Eligibility (DOE) has been prepared. In addition, there are 102 resources surveyed for the Maryland Inventory of Historic Properties (MIHP) but not evaluated for NRHP listing, seven roadways listed in the MIHP, and a significant amount (1,115) of unrecorded architectural resources pre-1980.

Buildings in this corridor are also older. Corridor 8 contains 11 18th century resources, the most of the three corridors. There are also 35 19th century resources. The other 96 percent (1,069) of resources are 20th century, only 54 percent (597) of which date to after 1950.

Of serious concern is the impact of Corridor 8, regardless of the final alignment, to the Town of St. Michaels (Town). In the late 1770s, developer James Braddock designed the original street plan of the Town with lots laid out around a central square. The Town is positioned on the Miles River and has a substantial and well-documented stock of historic structures, streetscape, sites and settings. Over 250 structures have been surveyed and documented, forming a largely intact historic district in which houses, churches and commercial structures from the late 19th century and earlier are well represented. The Town includes a protected locally-designated historic area and is a National Register District.

Preservation of these structures and streetscapes, and the Town's historical context not only enhance the historic character of the Town, but are also important to its tourism and marine-based economies. St. Michaels attracts visitors from all over the world, bringing much needed revenue that helps sustain the district. The Town, and Talbot County, are also included in the Stories of the Chesapeake Heritage Area and recognizes St. Michaels as offering a number of heritage resources of importance to the region.

It is of no question that any alignment of a bridge within Corridor 8 will significantly and detrimentally affect the Town's historic recognitions. The juxtaposition of the modern bridge crossing with the Town's view shed from the Miles River and historic harbor will erase the historic context of the Town; the very draw that brings visitors, businesses and cultural attractions to St. Michaels.

Talbot County remains opposed to the Corridor 8 proposal moving into the Tier 2 study. In addition to the effects on cultural, architectural and archeological resources noted in the Tier 1

study; undesirable impacts upon environmental, conservation and infrastructure would result in contrast with the goals and objectives of our Comprehensive Plan. This opposition is outlined in greater detail in the attached December 18, 2019 letter from Talbot County Council President, Corey W. Pack.

Thank you for the opportunity to review and comment. Please contact our department should you require additional information or assistance.

Sincerely,

[redacted]

Planning Officer

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May 8, 2020

Heather Murphy, Director
Office of Planning and Capital Programming
Maryland Department of Transportation
P.O. Box 548
Hanover, MD 21076

RE: Talbot County – 2020 Priority Listing

Dear Ms. Murphy:

The Talbot County Council endorsed the attached list of priority projects for Talbot County at our meeting on April 28, 2020. Please note that this year's listing includes information not only on roads infrastructure, but Easton Airport safety improvements as well.

The Council looks forward to meeting with you and representatives from the Maryland Department of Transportation this fall for the annual Consolidated Transportation Plan meeting. In the meantime, should you have any questions, please contact Ray Clarke, County Engineer, at (410) 770-8170 or Micah Risher, Airport Manager, at (410) 770-8055.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Corey W. Pack
President

CWP/jkm
Attachment

Cc: Ian Beam – Rural Area Regional Planner, MDOT
The Honorable Adelaide Eckardt
The Honorable Christopher Adams
The Honorable John Mautz
Ray Clarke, County Engineer
Micah Risher, Easton Airport Manager

TALBOT COUNTY PROJECT PRIORITY LISTING
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM
2020

PRIORITY RANKING	PROJECT DESCRIPTION
1	**MD Route 33 Capacity and Evacuation Improvements** During weather-related emergencies such as Tropical Storm Isabel and Hurricane Irene, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the county. *The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula.* Accordingly, elevation modification to eliminate or minimize storm surge road flooding, as well as capacity improvements, should be pursued to protect the lives and safety of citizens in this area. Also, portions of this corridor between the Town of St. Michaels and the Town of Easton experience some weekday capacity issues which are anticipated to increase in the future. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near its intersection with MD Route 322. As an interim measure, the MD Route 33 corridor should be evaluated for any issues or problems that would need to be resolved in future improvements.
2-A*	**US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
2-B*	**MD Route 50/MD Route 331 – Dover Street Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
2-C*	**US Route 50/Chapel Road - Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Chapel Road, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
3	**US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements** As a result of increasing traffic for the growing Easton Airport, Talbot County Community Center and the likely relocation of the Easton Memorial Hospital to Longwoods Road (MD Route 662), one of our top priorities would be the construction of an overpass that meets FAA requirements and serves these facilities. Moreover, MD Route 309 (Cordova Road) is a significant corridor for vehicular traffic from northern Caroline County (Denton, Ridgely, Greensboro, etc.) to Easton and points south along US Route 50. Left turns between MD Route 309 and US Route 50 commonly back up beyond the turn lanes provided. This turn lane shortcoming should be rectified as appropriate. West of this intersection, extending through the adjacent MD 662 intersection, has poor geometry/intersection spacing. For these reasons, capacity and safety improvements in this area would be beneficial.
4	**MD Route 329 (Royal Oak Road) Safety Improvements** This roadway serves as the primary means of ingress and egress for the communities in and around the villages of Royal Oak and Bellevue, in addition to a significant tourism corridor for these communities and beyond. Paralleling MD Route 33, this roadway provides an alternative route for MD Route 33 (see priority number 1 above, evacuation corridor). The importance of this alternative route is compounded considering the aging status of the bridge carrying MD Route 33 over Oak Creek. *An overpass should be planned as a long term solution for Priority Rankings 2-A through 2-C.*

Easton Airport
MDOT Funding Priority
April 21, 2020

Easton Airport - Runway Safety Improvements

Easton Airport has completed an environmental assessment to improve the Runway Safety Area (RSA) of the primary Runway 4/22 and shift the runway 1,900 ft. southwest of the current location. This safety improvement will bring the runway into full compliance with FAA design standards. This is critical for the long term financial sustainability of the airport and economic benefits derived by the County. The airport is now moving into implementing the construction solution and will seek to complete phase 1 of 3 of the Obstruction Removal Program in FY2021.

Classified as a "National" general aviation airport by the FAA, Easton Airport supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the country.

Talbot County is requesting MDOT - Maryland Aviation Administration maximize grant funding for Phase 1 Construction of Easton Airport's Obstruction Removal Program, with an estimated project total cost of $550,000 in FY2021.

EASTON AIRPORT

Kent Conservation & Preservation Alliance
503 Washington Avenue, Suite 256 · Chestertown, MD 21620

Maryland Transportation Authority
Federal Highway Administration

Comments of Kent Conservation and Preservation Alliance on Bay Crossing DEIS

The Draft Environmental Impact Statement (DEIS) has been released for the Tier 1 NEPA study of a Bay Bridge crossing eliminating Corridor 6, the crossing that would have spanned from Anne Arundel County, near Pasadena, to Kent County, below Rock Hall. The other corridor under consideration that was also eliminated was Corridor 8 from Anne Arundel to Talbot County. This left the Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) with a choice between building a new span at the current crossing location, or not building. Unfortunately, in our opinion, the wrong decision was made.

Of importance to the citizens of Kent County, of course, is the fact that the MDTA concurred with KCPA's assessment that a bridge from the Western Shore into Kent County would extract too great a toll on cultural, historic and environmental assets, as well as inflict undue development pressures. Clearly the impact that a new crossing will have on the environment, Chesapeake Bay and land and people on both sides of the Bay will be severe.

Queen Anne's Conservation Association (QACA) commissioned a study by the environmental planning and engineering services firm AKRF to conduct an independent study to determine whether there is a current need for any new Chesapeake Bay Bridge. The conclusion of the study was that the MDTA's traffic modeling is flawed and that the modeling forecasts of future traffic growth were overestimated. We request that MDTA investigate and reconcile the discrepancies between AKRF's and MDTA's studies.

Kent Conservation and Preservation Alliance fought to protect Kent County, but we have always maintained that the no build option should be completely explored and disproven before rejecting it.. KCPA is not convinced that this has been done and we join with others in opposing moving forward with a Tier 2 NEPA study at this time.

The expediency of transporting people to the beaches of Ocean City will come with a major environmental footprint. If the citizens of Maryland are fully informed about the impacts we think they may not consent to paying for the destruction.

Kent Conservation and Preservation Alliance
Board of Directors
Judy Gifford · Francis Joe Hickman · Pat Langenfelder, Vice Chair · Frank Lewis, Treasurer ·
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CHESAPEAKE BAY FOUNDATION
Saving a National Treasure

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May 10, 2021

Ms. Heather Lowe
Maryland Transportation Authority
Point Breeze
2310 Broening Highway
Baltimore, MD 21224

RE: CHESAPEAKE BAY CROSSING STUDY: TIER 1 NEPA
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Dear Ms. Lowe:

The Chesapeake Bay Foundation appreciates this opportunity to comment on the Bay Crossing Study's Draft Environmental Impact Statement Tier I NEPA report.

Established more than 50 years ago to Save the Bay, CBF currently represents approximately 94,000 members in Maryland. Our education department operates 15 field programs for students and teachers across the Chesapeake Bay watershed. Several of these facilities, as well as other CBF landholdings, are located near or within the Corridor Alternatives Retained for Analysis (CARA). In addition, our land and oyster restoration programs have created and enhanced oyster reefs in the Chesapeake Bay and its tributaries and established riparian buffers, wetlands, and forests throughout the Maryland portion of the watershed.

CBF provided detailed comments on the purpose, need and scope for the Bay Crossing Study on December 15, 2017. We appreciated the opportunity to meet with you and other members of the project team shortly thereafter. We were encouraged to see several of our concerns noted in the Draft Environmental Impact Statement (draft EIS), especially the potential for a new bridge to generate excessive development pressure on rural, working lands. Elimination of Corridors 1-5 and 9-14, along with the recommendation not to advance Corridors 6 and 8 will avoid potentially extreme consequences for water quality and communities in those locations.

However, the draft EIS fails to address several key issues and CBF remains concerned about the potential environmental impacts of a new span across the Bay in any location. Temporary and permanent direct impacts of a new bridge, plus intensification of access routes and increased development pressure could irrevocably harm the Bay and many communities along the route. **Stakeholders are entitled to a quantitative accounting of these potential impacts. In contrast, on many NEPA-required issues the draft EIS retreats to a speculative narrative that fails to provide an actionable statement of potential impact.**

PHILIP MERRILL ENVIRONMENTAL CENTER
6 HERNDON AVENUE | ANNAPOLIS, MD 21403 | 410-268-8816 | CBF.ORG

The draft EIS must incorporate recent trends to estimate changes in demand for crossing capacity in future years, and more fully quantify the direct effects, indirect effects, and water quality implications of the Maryland Transportation Authority (MDTA) Recommended Preferred Corridor Alternative. At present, the study does not:

I. Account for post-pandemic changes in travel demand and recent improvements to transportation systems management (TSM) on the existing bridge;
II. Quantify potential indirect effects due to induced growth;
III. Reflect the likely scope of access improvements and their associated impacts;
IV. Account for water quality impacts to impaired waters.

Given these omissions, the draft EIS inappropriately disqualifies the no-build alternative, other modal options, and their potential combinations. As such, CBF respectfully requests that MDTA hold the study unless and until these omissions can be cured with updated travel patterns, quantifiable growth impact forecasts, full scoping of access improvements, and accounting associated with the Chesapeake Bay Total Maximum Daily Load (TMDL).

I. The draft EIS is incomplete without accounting for post-pandemic changes in travel demand and recent improvements to transportation systems management (TSM) on the existing bridge.

The traffic projections in the draft EIS do not account for the dramatic decrease in travel during the COVID-19 pandemic and, more consequentially, potential permanent shifts in post-pandemic travel patterns. While the study could not reasonably have foreseen a global pandemic at the outset, it is not appropriate to continue the study as if nothing has changed. In California, aggregated cell phone data show a sustained 33% drop in commutes to and from work. These same data show a 26% decrease in retail trips and an 11% reduction in grocery and pharmacy trips (numbers correlated with an increase in online shopping and delivery services).[1] Experts suggest that as many as 30% of employees will work at least partially remotely by the end of 2021 in a new, post-pandemic normal.[2] Telework alone could significantly increase localized employment opportunities and result in the leveling off of cross-Bay weekday traffic growth in the future.

The draft EIS also fails to provide sufficient evidence for disqualifying transportation systems management (TSM) as part of an alternative to a build option. The draft does not appear to provide a quantified estimate for changes in level of service (LOS) resulting from TSM strategies. In addition, the draft EIS mentions but does not account for improvements in service from the actual recent installation of all-electronic tolling on the eastbound span. Anecdotally, it appears that this change has resulted in a very substantial LOS improvement on weekday evenings, especially when contra-flow is in effect on the westbound span.

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[1] Reese, Phillip. "Cell Data Offers Look at California Pandemic Travel Patterns." *Government Technology:* March 16, 2021. Accessed online at https://www.govtech.com/analytics/cell-data-offers-look-at-california-pandemic-travel-patterns.html

[2] Lister, Kate. "Work-At-Home After Covid-19—Our Forecast." *Global Workplace Analytics:* Accessed May 6, 2021 online at https://globalworkplaceanalytics.com/work-at-home-after-covid-19-our-forecast

The origin-destination study in the draft EIS reveals that nearly half of all weekday trips over the Bridge are local to Anne Arundel and Queen Anne's counties. Even on a summer Sunday, more than one quarter of trips are local to these counties. These figures suggest that telework and transit alternatives may be sufficient to offset a future with comparatively reduced demand due to durable changes in commutes and shopping behavior. This potential is buttressed by the fact that Average Daily Traffic (ADT) on the Bay Bridge has been flat for a decade, and that state growth projections for future travel demand on the Bridge have consistently overshot reality by a wide margin.[3] Predictions of continuing and persistent increases to 2040 (almost a 23 percent growth for non-summer weekday, and a 14 percent growth for summer weekend day) also fail to factor road (and beach-town) capacities and congestion as themselves limiting factors during summer weekends. MDTA should not advance the draft EIS without observing and accounting for changes in demand due to these factors, and increased efficiency from TSM improvements.

II. The draft EIS is incomplete without quantifying potential indirect effects from land development and examining alternatives for managing induced demand.

The draft EIS is rightly concerned about the potential indirect effects of induced development activity from the addition of travel capacity across the Chesapeake Bay. CBF agrees with MDTA's conclusion that constructing additional lanes will spur land development at a pace and extent greater than the no-build option.

However, the draft EIS provides no quantifiable account of the potential development activity that the agency expects to result from any of the corridor alternatives, including the Recommended Preferred Alternative. It is therefore not possible for the agency or stakeholders to use the DEIS to weigh the purported benefits of new construction against the potential impacts of this development activity. Nor can the agency or stakeholders effectively compare the Recommended Preferred Alternative to the no-build option. MDTA could reasonably provide quantifiable growth projections and associated impact statements in the draft EIS. Multiple growth projection models are currently in operation at the University of Maryland Center for Smart Growth, the Maryland Department of Planning (MDP), and the Chesapeake Bay Program (CBP). These models can test multiple scenarios with differing assumptions about demand and infrastructure improvements. These models can also incorporate local land use planning and zoning, and MDP's model can provide granular, parcel-level projections about the amount and intensity of future growth generated by each scenario. At least some of these tools should be in reach of the Bay Crossing Study as MDP is a coordinating agency on this project.

[3] The 2004 Needs Assessment projected traffic counts of approximately 135,000 vehicles per day at the Bay Bridge by the year 2025. In 2015, MDTA revised projected traffic at the Bridge down to 92,800 vehicles per day by 2040 – less than half the original projected increase over nearly twice the time.[2] The actual average daily traffic at the eastbound toll plaza was 73,100 in 2016, which is less than the number of vehicles that crossed the Bridge in 2007.

The use of one or more growth models would also enable MDTA to robustly evaluate land use policy changes as a no-build alternative in conjunction with transit, TSM, and telework. Demand may be reduced if local jurisdictions partner to manage future growth in a way that minimizes the need for cross-Bay travel. Mixed-use zoning could provide employment and commercial opportunities that are currently only available to Eastern Shore residents by crossing the Bridge. In addition, compact development in growth areas and robust protections from sprawl in rural districts would help support transit alternatives.

III. The draft EIS lacks analysis of direct effects if the evaluation of access improvements is limited to the current corridor boundaries.

It is not clear whether the Corridor boundaries shown on the draft EIS maps mark the limits of analysis for the impacts from access improvements required to serve a new span across the Bay. If so, we believe those limits are too narrowly construed and should be substantially expanded along the feeder routes. We restate from our prior comment letter that NEPA regulations require MDTA to evaluate all connected, cumulative and similar actions associated with proposed alternatives.[4] Among other criteria, actions are considered connected when they "cannot or will not proceed unless other actions are taken previously or simultaneously," or when they "are interdependent parts of a larger action and depend on the larger action for their justification."[5] MDTA's 2015 *Life Cycle Cost Analysis* clearly states that the efficacy of expanded capacity across the Bay is dependent upon improvements to access corridors, stating that:

> If improvements were only made to the Bay Bridge, they would not address the potential capacity limitations of US 50/301 on both sides of the bridge and would, therefore, not provide the regional transportation improvements needed to accommodate future traffic demand.[6]

As an example, the 2006 Task Force report stated that for a southern crossing between Calvert and Dorchester counties, "MD 4 would need to be upgraded with one to two additional lanes in each direction with greater controls of access from I-495 to Prince Frederick (32 miles). An access-controlled freeway could be needed around Prince Frederick."[7] This expansion would be on top of the four-lane divided highway that already exists for much of its length.

Similarly, changes in traffic flow resulting from the Recommended Preferred Alternative are likely to extend for many miles beyond the US-50 / I-97 and US-50 / US-301 splits. Lengthy vehicle queues are already common at traffic signals along US-50 at MD 213, MD 404, and intersections at the approach to the Town of Easton. If LOS is substantially improved at the Bridge without capacity expansions at these other intersections, the problem will simply move 'downstream' and these intersections (possibly also the intervening linear segments) would fail at an increased rate. A reasonably foreseeable next

[4] 40 C.F.R. §1508.25(a).
[5] 40 C.F.R. § 1508.25(a).
[6] MDTA (2015). p. 1.
[7] MDTA (2006). p. 12.

step would be to substantially intensify this entire portion of the US-50 corridor or build another regional bypass. In either case, the need for these changes would be driven directly by the Recommended Preferred Alternative. Therefore, their direct and indirect impacts – which would likely be substantial -- must be evaluated in this EIS.

IV. The draft EIS is incomplete without accounting for nutrient and sediment discharges to impaired waters, and their expected water quality impacts.

The Chesapeake Bay and its tributaries affected by the Recommended Preferred Alternative are impaired by excess nitrogen, phosphorus, and sediment. These impairments required the development of a Chesapeake Bay Total Maximum Daily Load (TMDL) for these pollutants. Maryland was also required to adopt a series of Watershed Implementation Plans to provide reasonable assurance that the pollution reduction targets in the Bay TMDL would be achieved.

Under the TMDL framework, it is highly likely that expanded travel capacity across the Bay will result in new pollution loads from construction activity, land conversion and future growth that increase the total load flowing into several Bay segments. As stated in our prior comment letter, construction of a new crossing and associated improvements along access corridors could result in significant short term increases in pollution loads including nutrients, sediment, and toxic contaminants. In fact, the Chesapeake Bay Watershed Model recognizes construction activity among the highest loading non-agricultural sources of nitrogen, phosphorus, and sediment on a per-acre basis.[8] Systemic, long term increases in pollution loads could result from the conversion, filling, or degradation of porous, bio-active resource lands such as forests, wetlands, pastures, hay fields and mixed open areas along the route. Growth and development induced by the project is likely to increase pollution loads through additional wastewater flows, increased stormwater volumes, and new sources of air deposition from associated vehicle trips and energy consumption.

The Clean Water Act requires that new or expanding loads to an impaired waterbody be accounted for and fully offset so there is no increase in pollution. As drafted, the EIS does not include such an accounting among the corridor and no-build alternatives, nor does it outline options to offset these loads. The federal-state Chesapeake Bay Program partnership maintains tools that can assist agencies in quantifying the potential changes in pollution loads due to construction, changes in land cover, and air emissions. Many of the coordinating agencies on this project are also CBP partners with access to these tools.

Conclusions

CBF believes the EIS is deficient as currently drafted and improperly disqualifies the no-build alternative on its own and in combination with telework, transportation systems management, transit, and land use strategies. If MDTA wishes to proceed, a revised EIS must properly observe and integrate current travel patterns, quantify induced growth and

[8] Chesapeake Bay Program (2017). *Phase 6 Watershed Model – Section 2 – Average Loads - Draft Phase 6.*

its likely effects, describe the full scope and both direct and indirect effects of access improvements, and account for nutrient and sediment discharges under the Bay TMDL.

Once again, we appreciate the opportunity to comment on this DEIS. Please do not hesitate to contact my office at [redacted] if you have any questions or would like to discuss this matter in further detail.

Sincerely,

[redacted]
Executive Director Maryland Office
Chesapeake Bay Foundation

Queen Anne's County

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

THE COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY
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107 North Liberty Street
Centreville, MD 21617

e-mail: QACCommissioners&Administrator@qac.org

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

May 10, 2021

Mr. Gregory Slater, Secretary
Maryland Department of Transportation
Post Office Box 548
7201 Corporate Center Drive
Hanover, Maryland 21076-0548

Re: Bay Crossing Study Tier I NEPA Study

Dear Secretary Slater:

The Queen Anne's County Commissioners have been monitoring the progress of the Bay Crossing Study, Tier I NEPA process conducted by the Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA). The purpose of the study is to consider corridors for providing additional capacity across the Chesapeake Bay in order to improve mobility, travel reliability and safety at the existing Bay Bridge. Based on four years of review and evaluation this State and Federal process has selected Corridor 7 from Anne Arundel County to Kent Island as the preferred alternative to locate a future bay crossing.

As projected in the Bay Bridge Life Cycle Cost Analysis and the Bay Crossing Study, traffic impacts and congestion within the Bay Bridge corridor will continue to deteriorate. The delays on this primary transportation and freight corridor impact the daily operations of many Maryland residents and businesses but impacts a disproportionate number of Queen Anne's County residents. For many years in the Annual CTP letter to MDOT, the Queen Anne's County Commissioners have identified the need for additional capacity crossing the bay as a top priority to reduce congestion and increase mobility in and through Queen Anne's County.

It was anticipated that Corridor 7, the existing bay crossing location, would be identified by State and Federal agencies as the preferred alternative to add capacity and reduce congestion due to the:

- Existing road infrastructure at the current location
- Lack of road infrastructure at other locations
- Relief of congestion and backups at the existing Bay Bridge compared to other corridors
- Estimated cost based on length of crossing
- Need to plan for replacement of older bridges
- Better compatibility with existing land-use patterns likely resulting in fewer indirect effects than other locations
- Lower environmental impacts than other corridors

As the first step in the planning process, The Tier I NEPA Study only identifies a 2-mile-wide corridor where a future crossing may go. The next step in the planning process is a Tier II NEPA study to review potential bridge and road alignments and the associated impacts within the corridor. The details related to a new bridge and highway improvements, such as the specific location, number of lanes, highway widening, right of way acquisition, integration with existing roads and bridges, will be part of the Tier II study. This leaves many aspects related to a future bay crossing and corridor undecided. Therefore, with significant details to be considered during future study, Queen Anne's County must be included as a decision maker in future Tier II NEPA process. This is vital to protect the interest of citizens, businesses, commuters, emergency services, and commerce of Queen Anne's County. Specifically, the County would like to ensure that its standing plans, codes, and guiding policy documents are considered in greater detail during the Tier II NEPA process. These documents include but are not limited to the following:

- Comprehensive Plan
  - Appendix 4 (Master Roadway and Transportation System)
  - Sustainable Growth Management Strategy
  - Transportation Element (Guiding Principles, Vision, and Objectives)
- Community Plans
- Kent Island Transportation Plan
- Sea Leve Rise and Coastal Vulnerability assessment and implementation Plan (with Vulnerability Viewer)

The Tier II NEPA process is not funded; therefore, it is unknown when the multi-year process would start or be completed. Any new construction resulting in new capacity crossing the bay is many years away. Nonetheless, many highway improvements to meet current and long term demand need to be funded and constructed immediately. With MDTA and FHWA selection of Corridor 7, it is essential that this decision be supported with engineering and construction funding for projects currently identified on US 50, US 301, MD 18 and MD 8. It is prudent to begin funding all improvements within the County included in the adopted Federal Long Range Transportation Plan (LRTP), State of Maryland Transportation Plan (2040 MD), Consolidated Transportation Plan (CTP), MDOT Priority Project Ranking (Chapter 30), the County Priority Letter and Kent Island Transportation Plan (KITP) which in part include:

- US 50 widening and interchanges on US 50 from US 301 to MD 404 (2040 MD, CTP & Priority Letter)
- Widening and improvements to MD 18 (Priority Letter, LRTP, KITP, Chapter 30)
- MD 8 widening and Interchange Improvements (KITP)(LRTP)
- Construct at grade intersection safety improvements on the US 301 corridor (Priority Letter)
- US 50 & Dundee Road Overpass on Kent Island (KITP)

Additional vital road improvements along the entire length of Corridor 7 will be identified by Queen Anne's County as a specific road alignment is considered during Tier II NEPA.

As planning for a bay crossing moves through the NEPA process the County will continue to monitor traffic volumes as well as any changes in travel patterns. The County Commissioners remain committed to work with MDOT on congestion management strategies so citizens can move throughout the County on local roads while through traffic is directed to remain on US 50 & 301.

We look forward to continued cooperation with MDOT to implement needed transportation improvements and find transportation solutions to best serve our citizens.

QUEEN ANNE'S COUNTY
BOARD OF COUNTY COMMISSIONERS

Christopher M. Corchiarino, President

James J. Mo

Jack N. Wilson, Jr.

Stephen Wilson

Philip L. Dumenil

04/20/21

From: [redacted]

re: Corridor 8 - Mayo to Eastern Shore
Bay Bridge 3rd Span

Good Day,

Would like to express my opinion to an area I'm familiar with the Mayo peninsula - note this means one way in and one way out. I've lived here since 1983 and come in on these same 2 roads thousands of times. The road has not changed other than getting paved & our traffic during certain times is terrible. (You can sit for 2 long.) But the road has not changed. We have had issues for years with traffic too long & truthfully I'm a lil afraid Emergency Vehicles won't be able to get in when needed. (We do not have shoulders) So whom ever came and suggested this area did not do their research at all. ~~The~~ We have summer boat traffic plus they have a park which has brought in more traffic Tritton Beach We vote No. Thank you, [redacted]

May 10, 2021

Gregory Murrill
Division Administrator
Federal Highway Administration
George H. Fallon Building
31 Hopkins Plaza, Suite 1520
Baltimore, Maryland 21201

James F. Ports, Jr.
Executive Director
Maryland Transportation Authority
Point Breeze
2310 Broening Highway
Baltimore MD 21224

Re: Comments on 3rd Bay Crossing Draft Environmental Impact Statement

Our position

The undersigned organizations, having considered all the alternatives contained in the Chesapeake Bay Crossing Draft Environmental Impact Statement (DEIS), strongly support the **"no build" alternative.** We ask that the Final Environmental Impact Statement contain a full evaluation of how an electric bus/minibus and van rapid transit (BRT) system together with Transportation System Management/Transportation Demand Management (TSM/TDM) and an electric ferry system could best be combined into a fully-integrated, flexible solution that is a viable alternative to a new bay crossing.

How alternatives were considered

The DEIS was supposed to comply with the National Environmental Policy Act and consider a reasonable range of alternatives. Unfortunately, it did not do so. Instead, the DEIS authors adopted a conclusions-first approach that eliminated serious consideration of any alternative other than what they wanted – a 3rd bay crossing corridor selected from among 14 corridors considered. The way the study's purpose and need criteria were written, each alternative had to provide:

- adequate capacity,
- dependable and reliable travel times,
- flexibility to support maintenance and incident management in a safe manner, and
- financial viability (i.e., be fully self-funding).

Modal and operational alternatives (MOAs) such as BRT, a ferry service, and TSM/TDM were each considered only as a stand-alone alternative so were eliminated from consideration because they were not viable by themselves. A combination of the MOA in an integrated solution would have met the above criteria and would have done so in a safe, equitable, and much more environmentally friendly manner than how traffic is handled now. Unfortunately, the Maryland Transportation Authority (MDTA) structured the study to prohibit consideration of such an alternative.

Why no-build is the best alternative

There are a number of reasons why "no-build" should be the preferred alternative, and that significant improvements should instead be made in existing infrastructure and traffic management processes.

1. **The impact of climate change on our future growth patterns can't be ignored**

Climate change is already happening and may fundamentally alter growth of and traffic to Eastern Shore communities. According to the Maryland Department of the Environment, "With 3,100 miles of shoreline, Maryland is the fourth most vulnerable state to suffer the effects of sea-level rise associated with climate change. Rising sea levels and increased storm intensity could have devastating and far-reaching impacts on the Atlantic coast and the Chesapeake Bay ecosystem that affect the environmental, recreational and economic benefits enjoyed by Maryland and her visitors."[1]

Projections of future growth in traffic to the Eastern Shore are not reliable because they are based on past experience, before climate change became so evident and before the COVID-19 pandemic dramatically reduced daily commuting. How much traffic growth will be affected in the future by continuing telework is not known.

With climate change already underway, traffic growth projections being unreliable, and increasingly adverse impacts on our states' shoreline being inevitable, planning to build another multi-billion dollar bay crossing just isn't prudent.

2. **A 3rd bay crossing would increase global warming emissions**

Transportation is the largest source of climate-damaging greenhouse gases in our state. The plan to add more driving lanes by building a 3rd bay crossing represents an outdated business-as-usual "car-centric" model that has contributed to where we are today. U.N. Secretary General Antonio Guterres warned leaders at the White House Summit in April that the world is

[1] https://mde.maryland.gov/programs/Air/ClimateChange/Pages/index.aspx

"racing toward a threshold of catastrophe" unless it moves more rapidly to address climate change.[2]

The Maryland Department of Transportation (MDOT) periodically cites an academic study that showed limiting vehicle idling in traffic congestion (by adding more traffic lanes) can cut carbon emissions. However, an author of that study debunked that claim and said it doesn't mean adding more lanes will clean the air. [3]

3. **Traffic congestion would occur with a 3rd bay crossing**

Numerous academic studies and many years of practical experience have shown that expanding highways and bridges "induces demand", that is, attracts more drivers because they believe their travel will be faster.[4] This means traffic congestion will occur again in the future after billions of dollars have been wasted building a new bridge. That money could be better spent for other purposes, such as building the Red Line in Baltimore, or creating electric bus/minibus and van rapid transit and electric ferry systems to cross the bay and lessen the number of cars seeking to cross the 2 bridges.

Attracting more drivers also would lead to increased sprawl development on the Eastern Shore with the new households adding even more traffic onto our roadways. This is contrary to what needs to happen to reduce emissions from the transportation sector to lessen climate change.

4. **More drivers generate more health-damaging air pollution**

The increasing number of vehicles that would use a 3rd bay crossing would generate increasing amounts of health-damaging air pollution in addition to greenhouse gases. Traffic-related air pollution causes or exacerbates serious illnesses ranging from heart disease, strokes and dementia to lung cancer, asthma and various respiratory illnesses, and cuts short an estimated 58,000 American lives every year.[5]

5. **A 3rd bay crossing would damage the bay**

Even though Corridor 7, the preferred alternative described in the DEIS, would have the smallest environmental impact of all the corridors studied, it still would affect more than

[2] https://www.washingtonpost.com/climate-environment/2021/04/22/biden-climate-summit/

[3] https://www.baltimoresun.com/news/environment/bs-md-highway-pollution-20190604-story.html

[4] James M.B.Volker, Amy E. Lee, Susan Handy. *Induced Vehicle Travel in the Environmental Review Process*. Transportation Research Record: Journal of the Transportation Research Board, June 2020

[5] https://usa.streetsblog.org/2013/10/22/mit-study-vehicle-emissions-cause-58000-premature-deaths-yearly-in-u-s/

10,000 acres of tidal wetlands and more than a thousand acres each of non-tidal wetlands, oyster resources, and other sensitive areas, according to the Chesapeake Bay Foundation.

Also, the increasing amount of air pollution (that contains nitrogen oxides) generated in the watershed area by the increasing number of vehicles would be bad news for the Bay and its tributaries. Roughly one-third of the nitrogen pollution in the bay comes from the air.[6] Excess nitrogen can fuel the growth of algae blooms, which can block sunlight from reaching underwater grasses and create low-oxygen "dead zones" that suffocate marine life.

6. **"No build" plus an integrated solution make the most sense**

We are not just recommending "no build" and ignoring existing traffic congestion. Rather, we are saying the no build alternative should be selected AND that an integrated solution of modal and operational alternatives should also be implemented. The solution should include an electric bus/minibus and van rapid transit system, in combination with a robust electric ferry system, together with a number of options offered by TSM and TDM. An integrated solution of MOAs would inevitably offer significant flexibility, capacity, dependable and reliable travel times, and would be far more equitable and environmentally responsible than any other alternative considered.

To reduce emissions from the transportation sector and lessen traffic across the existing bridges, we must make it easier for people not to use their cars. An electric bus/minibus and van rapid transit system that has vehicles departing from population centers west of the bay, that has vehicle stops at a limited number of population centers on the eastern shore, and that runs more frequently when demand is greatest, could be very popular. Another benefit of transit is that it is accessible to lower income and other residents who don't own a car.

TSM options that could be used include tolls priced to encourage off-peak travel, lower-priced or possibly no tolls for high occupancy vehicles, traffic signal coordination, and proven techniques for managing traffic congestion. TDM options could include high occupancy vehicle lanes, creating more park and ride locations, incentivizing employers to offer flexible schedules, telework and transit subsidies, and incentivizing property rental companies to offer weekly rental periods that start and end on different weekdays.

Conclusion

In summary, the Bay Crossing DEIS used a conclusions-first approach that eliminated consideration of reasonable alternatives to ensure selection of an alternative that MDTA wanted - a new bay crossing corridor. Consequently, the DEIS conclusions are seriously flawed. The no-build alternative, together with implementation of an integrated solution comprised of an electric bus/minibus and van rapid transit system, TSM/TDM, and an electric ferry service, would address current and future traffic congestion at the current bay bridges in a much more

[6] https://www.cbf.org/issues/agriculture/nitrogen-phosphorus.html

cost-effective, equitable, and environmentally friendly manner than how traffic is now handled there.

Organizations submitting this comment include:

350 Montgomery County
ArchPlan Inc.
Cedar Lane Unitarian Universalist Church Environmental Justice Ministry
Central Maryland Transportation Alliance
Coalition for Smarter Growth
Downtown Residents Advocacy Network (Baltimore)
IndivisibleHoCoMD Climate Action Team
Labor Network for Sustainability (LNS)
League of Women Voters of Maryland
Maryland Campaign for Environmental Human Rights
Maryland Conservation Council
Maryland Sierra Club
MLC Climate Justice Wing
NAACP Maryland State Conference
Solutionary Rail
Takoma Park Mobilization Environment Committee
Washington Area Bicyclist Association

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April 22, 2021

VIA EMAIL (info@baycrossingstudy.com)
AND FIRST-CLASS MAIL
Bay Crossing Study
2310 Broening Higway
Baltimore, Maryland 21224

Re: Comments of Queen Anne's Conservation Association on Bay Crossing Study Tier 1 Draft Environmental Impact Statement

To Whom It May Concern:

The Draft Environmental Impact Statement (DEIS) published in February of this year makes clear two inconvenient truths. The first is that the Bay Crossing Study (BCS) that began in 2016 has never demonstrated the need for a new, third span. The second truth revealed by the DEIS is that the Maryland Transportation Authority (MDTA) has never given adequate attention, either in the BCS or in actual practice, to available options for better management of traffic on the Bay Bridge's two existing spans.

Last year Queen Anne's Conservation Association (QACA) commissioned an analysis by independent traffic engineers (AKRF Study) of the Purpose and Need Assessment (PNA) published by MDTA in 2019. The AKRF Study, submitted herewith and incorporated herein by reference, concluded that contrary to the PNA, no new Bay crossing will be needed until sometime after 2065. In the course of reaching this conclusion, AKRF showed in detail that MDTA's forecasts in the PNA of traffic growth on the Bay Bridge are unrealistically high, as its earlier forecasts have consistently been. The MDTA forecasts are unreliable because they use outdated traffic data and are methodologically unsound, and because they ignore the effects of available traffic management improvements.

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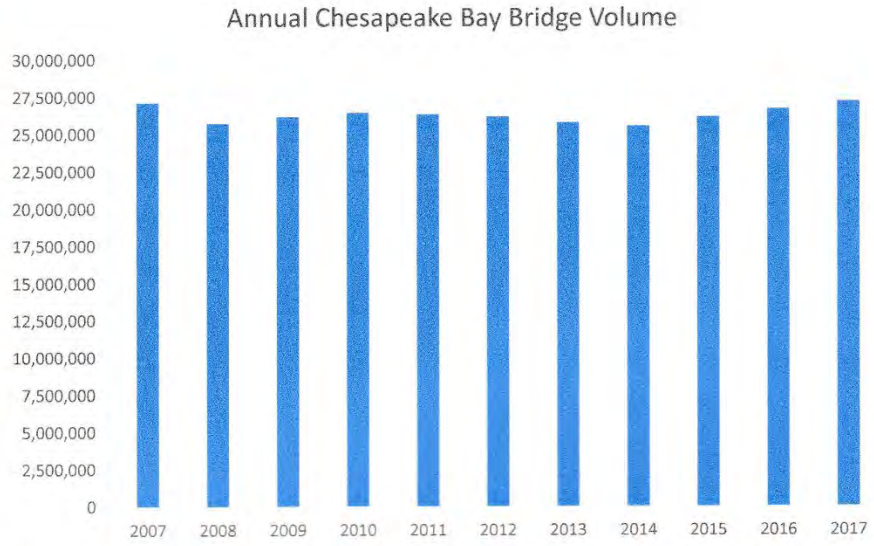
The DEIS does not go a single step beyond the defective PNA.[1] All of the shortcomings of the PNA are carried over into the DEIS – and made more glaring by the DEIS's failure to correct them, notwithstanding the passage of time. That the PNA is unreliable, and that available traffic management techniques have not been utilized to ease Bay Bridge congestion, are fully demonstrated by the AKRF Study. In the following discussion of the DEIS, QACA links some of the main AKRF findings about the PNA's defects directly to their reappearance in the DEIS. For the full picture, however, we urge MDTA and other readers of these Comments to consult the AKRF Study itself.

1. The traffic growth projections in the DEIS take account of neither the Bay Bridge's recent traffic history, nor the effects on traffic of the pandemic, increased telecommuting, and future economic recessions.

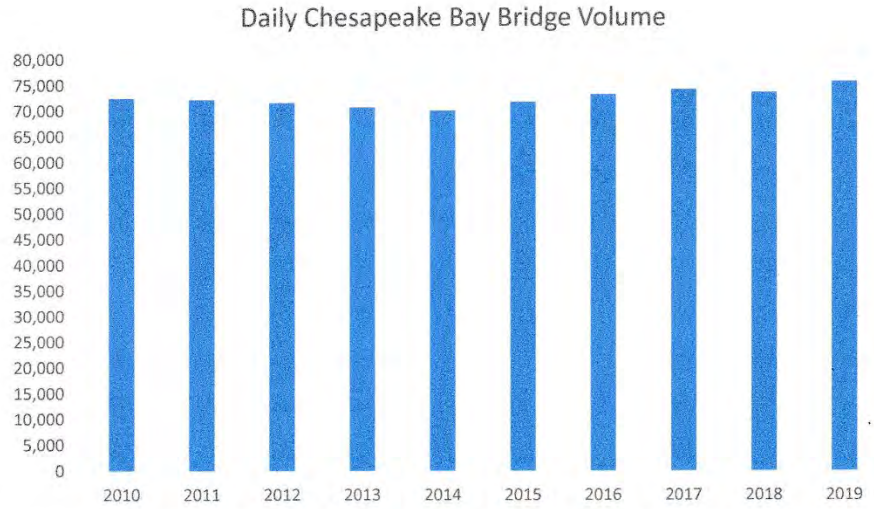
The DEIS projects Bay Bridge traffic growth by 2040 of 22.9 percent for an average non-summer weekday and 14.1 percent for a summer weekend.[2] On their face, these projections are called into question by the historical fact that there has been effectively *no change* in annual or average daily traffic on the Bridge from 2007 to 2017.[3] This recent decade of no growth is depicted in the two charts below, using the latest available traffic data in the DEIS.

[1] See DEIS 2.1: "This chapter is a summary of the Bay Crossing Study Purpose and Need document."
[2] BCS Traffic Analysis Technical Report, Jan. 2021, p. 22.
[3] DEIS, Figure 2-1, Table 2-1: Annual Chesapeake Bay Bridge Volume, pp. 2-2, 2-3

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Source: DEIS, Figure 2-1, p. 2-2, modified to show 2007 to 2017 only.



Source: Maryland DOT Annual Average Daily Traffic (AADT) Locator—US-50 from Anne Arundel-Queen Anne's County line to MD Route 8.

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Why has traffic on the Bridge been flat for a decade? Obviously the "Great Recession" of 2008-2009 reduced motor vehicle travel for years, and reduced traffic is likely to continue in future years as the result of COVID-19 and the rise of telecommuting. The DEIS, like the PNA, ignores these hugely important real-life events, and in so doing it inevitably overestimates future demand for travel across the Bridge.

Realizing that it has to acknowledge in some fashion the COVID elephant in the room, MDTA tries to escape with a poor excuse: "At this time, there is no definitive traffic model that would predict how the pandemic will affect long-term traffic projections . . . ."[4] One is inclined to simply respond that if that's true, maybe you shouldn't be doing these Bridge traffic forecasts at all. But it must also be said that throughout the pandemic there have been traffic count data collected on the Bay Bridge. These data do exist, in the form of the eastbound daily tolls collected by MDTA – the same toll collections that are relied on for the traffic statistics in Table 2-1 of the DEIS. Moreover, there have been past economic recessions that stalled traffic growth – as the Great Recession did with Bridge traffic, as well as the economic downturn resulting from the pandemic. The traffic effects produced by these other recessions and the continuing increase in telecommuting, along with the omitted traffic counts, could and should have been incorporated into whatever model MDTA is using to generate its predictions of Bay Bridge traffic. Since these data sources and necessary modeling inputs have been ignored, the DEIS projections of future Bay Bridge traffic are entirely unpersuasive.

2. The conclusions in the DEIS about future traffic congestion on the Bridge are founded on outdated speed and traffic count data.

The DEIS, in projecting degrees of future congestion, presents speed data from 2016 and traffic counts collected in 2017 – data that are now five and four years old, respectively.[5] It is, however, normal practice in publishing a transportation-related EIS to present traffic data collected within the last three years, or at least to amend the outdated information to reflect more recent traffic conditions. The DEIS tacitly admits its Bridge traffic data are stale and have been overtaken by events such as the

[4] DEIS, Executive Summary, p. 1.
[5] BCS Traffic Analysis Technical Report, Jan. 2021, p. 9.

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introduction of cashless tolling, when it promises that they will be updated in the future.[6] That is all well and good – but it doesn't update the DEIS, and it does reveal, once again, the flakiness of the foundations on which the claimed need for a third span currently rests.

3. By arbitrarily picking out a single unrepresentative data point, the DEIS makes future summer weekend traffic congestion look worse than it will be.

The DEIS reports that the summer weekend traffic counts on the bridge were collected during a seven-day period in early August 2017.[7] Since only one weekend can occur within any single seven day period, the DEIS portrayal of summer weekend conditions is based on just one weekend in just one year. But in fact summer weekend traffic counts are available for several years, not just for 2017.[8] These data should obviously have been added in to arrive at an accurate picture of average summer weekend traffic conditions.[9]

As it happens, the singular set of counts on the August 2017 weekend record *much higher* daily traffic volumes than the historical averages recorded for summer weekend traffic. Using that single summer weekend traffic count as the starting point to project the 2040 future summer weekend traffic conditions makes the future traffic conditions appear much worse than if the starting point were based on an average summer weekend. The DEIS, like the PNA before it, stands revealed as a document advocating, rather than objectively assessing, the need for a new Bay crossing.

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[6] The BCS Traffic Analysis Technical Report states: "Following completion of the Draft Tier 1 EIS, and prior to the preparation of the Final Tier 1 EIS, additional data collection will be performed to determine the effects of All Electronic Tolling (AET) on eastbound operations. In addition, if a Tier 2 Study is performed, the capacity analyses performed at that time for then-existing conditions would reflect updated volumes resulting from full use of AET." (p. 7) This assertion is repeated in the context of the traffic methodologies used to establish the capacity analysis for the existing bridge. (p. 12)

[7] BCS Traffic Analysis Technical Report, Jan. 2021, p. 15 and Table 4-1.

[8] See AKRF Study, p. 6.

[9] This is what the AKRF Study did when it demonstrated that summer weekend traffic growth by 2040 would be less than one-third of what MDTA is predicting, even disregarding the effects of increased post-COVID telecommuting and improved traffic management. See p. 6 and Table 1.

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4. The DEIS uses obsolete traffic data, collected before all electronic tolling was introduced in May of 2020, to claim that present and projected eastbound traffic queues support the need for a third span.

The DEIS states that after the implementation of all electronic tolling (AET) in May of 2020 "delays in the eastbound direction are anticipated" during peak periods[10], but it does not quantify these remaining (and presumably reduced) delays. Instead, all consideration of the beneficial effects of AET is postponed, to be addressed only "as needed" in a possible later NEPA document.[11] Nevertheless, the DEIS plunges ahead to make overblown claims about the existing and projected eastbound queues, using traffic counts and speed data pre-dating the current reality of all electronic tolling on the Bridge.[12]

As a purported justification for this irregular procedure, the DEIS claims that "[s]ince the Draft EIS has been in development at the same time that AET has been put in place at the Bay Bridge, it was not feasible to include information regarding its impact on Bridge traffic in the Draft EIS".[13] This clearly won't do. The effect of AET on traffic queue length could readily have been estimated by MDTA from an earlier study of its own which found that AET would produce up to an 80 percent reduction in queue lengths at the Bridge. That quite "feasible" calculation would reduce the 2040 eastbound summer weekend queue projected in the DEIS from 13 miles to 2.6 miles -- *less than* the 4 miles cited as the current condition, and not a happy result for the case the DEIS is trying so hard to make.[14]

5. The DEIS does not adequately consider the alternative of not building an additional Bay Bridge span.

Adequate consideration of the "no build" alternative to constructing another Bay crossing is legally required.[15] The DEIS does not meet this

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[10] BCS Traffic Analysis Technical Report, Jan. 2021, pp. 11-12.
[11] DEIS, p. 3-1.
[12] See, *e.g.*, DEIS, pp. 2-10, 2-11: "The current summer weekend vehicle queues of up to four miles eastbound are projected to increase to nearly 13 miles in 2040. . . . During average weekdays, current evening eastbound queues of up to one mile are expected to increase to five miles in 2040 . . . ."
[13] DEIS, p. 3-1.
[14] For the full discussion, see AKRF Study, pp.14-15, A-23, A-24.
[15] See Federal Highway Administration, NEPA Implementation (1992): "In the draft EIS stage, all reasonable alternatives should be discussed at a comparable level of detail. . . . The 'no-build'

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requirement. The "no build" alternative is not properly characterized or discussed when, as in the DEIS, available strategies to better manage traffic operations and demand under that alternative are excluded from consideration.[16]

In discussing the no-build alternative, the DEIS states that "transportation system management/travel demand management (TSM/TDM) measures such as improvements to the contraflow operation on the existing bridge may be implemented".[17] It says that specific examples of TSM/TDM improvements "could include" implementing all electronic tolling and variable tolls.[18] But it then cuts off further discussion by saying that if TSM/TDM improvements are implemented, that will be done "separately from the Bay Crossing Study".[19] In telling contrast, the AKRF Study directly addresses TSM/TDM measures and indicates the potential they have for lowering peak period congestion.[20] In excluding TSM/TDM, the DEIS fails to provide the consideration of the "no build" alternative that NEPA requires.

6. QACA, as a conservation organization, deplores the fact that what purports to be an *Environmental Impact* Statement has so little to say about the environmental consequences of building a third Bay Bridge.

We reiterate that the most important point to be made about the DEIS is that it exposes both the flimsiness of the State's case for building another multi-billion dollar bridge and its failure to give attention to better managing traffic on the two bridges that it already has. QACA must also, however, note the failure of the DEIS as an environmental impact

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alternative must always be included."
https://www.environment.fhwa.dot.gov/legislation/nepa/overview_project_dev.aspx, accessed April 6, 2021.

[16] *Ibid.*: "Transportation System Management must be included as an alternative or design option where applicable."

[17] DEIS, p. 3-1.

[18] DEIS, p. 3-2.

[19] Ibid. Similarly, in the Executive Summary, the DEIS puts off any consideration of TSM/TDM until a possible future (Tier 2) NEPA evaluation. DEIS, p. 6. The DEIS's aversion to talking about TSM/TDM goes so far as to require its authors to say that their studied avoidances "do not preclude such improvements from future implementation". DEIS, p. 3-2.

[20] See AKRF Study, pp. 14-15, A-23, A-24 (all electronic tolling); pp. 15-16, A-26, A-27 (variable tolls); pp. 16-18, A-29 to A-32 (actively managed lanes).

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statement -- namely, that, despite its title, it doesn't consider environmental impacts.

The DEIS offers no more than an inventory of potentially affected environmental assets in each of the three corridors under discussion, from which it concludes that a new bridge in its preferred corridor (Corridor 7) will have the least impact because there are fewer environmental assets there than in the other two corridors (6 and 8). But the DEIS is deficient because, as presented, it is an environmental impact statement that does not attempt to state even approximately what the environmental impacts of the proposed project in the preferred corridor will be.

We are not making this up. Here is what the DEIS itself says in its section on "Environmental Considerations":

"The environmental inventory within the two-mile wide corridors, however, *does not provide the level of specificity needed to determine actual environmental impacts*. Specific impacts would be largely determined by the alignment of a new crossing, which would be developed during a future Tier 2 study."[21] (Emphasis supplied.)

In the DEIS's now familiar pattern of kicking the can down the road, "actual environmental impacts" are for some time later, not now (just like realistic traffic counts and improved traffic management). The fact that different alignments will have somewhat different impacts is no excuse for not considering impacts now: one could have posited the most probable alignments, or an environmentally worst-case alignment, and then done the kind of analysis and evaluation for each that good practice in preparing an EIS requires.

As we said above, because of these deferrals and exclusions, the DEIS that is before us, the one upon which the public has been invited to comment, does not give the degree of consideration to the no-build alternative that is legally required. Accordingly, notwithstanding the refusal of the DEIS to discuss the environmental impacts of a third span, QACA wishes to assert that these impacts will be significant and are an important reason why the no-build alternative should have been adequately discussed (and, we submit, preferred).

[21] DEIS, p. 5-64-77.

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We can begin with the DEIS's inventories of what will be potentially impacted[22]:

- Corridor 7 contains 10,870 acres of mapped tidal wetlands (9,600 acres of open water and 1,270 acres of coastal wetlands), constituting 34% of the total corridor.
- 3,460 acres of natural oyster bars and 5,140 acres of Chesapeake Bay Critical Area Resource Conservation Areas are located within the corridor.
- 6,900 acres of forest interior dwelling species (FIDS) habitat and 2,180 acres of Sensitive Species Projects Review Areas (SSPRAs) are in the corridor.
- Federally-listed aquatic species in the corridor include shortnose and Atlantic sturgeon and four species of sea turtles. Federally-listed terrestrial species include Northern long-eared bat and state-listed Delmarva fox squirrel.
- Essential Fish Habitat (EFH) for several species of finfish (9,600 acres) constitutes 34% of the corridor. There are also 270 acres of submerged aquatic vegetation (SAV) in the corridor.
- Anadromous fish species such as striped bass and shad migrate through the corridor to get to and from their spawning areas. Several large marine mammals, including the bottlenose dolphin, are known to spend a portion of their life cycle in the Bay, and in recent years there have been a large number of dolphin sightings in the vicinity of the Bridge.[23]

How will building a third span impact these "environmental assets" of the Bay? Two bridge-related activities that can result in major impacts to water quality and natural resources are dredging and pile-driving. To start with dredging: the dredging associated with bridge construction is an activity that causes sediment resuspension, turbidity, and destruction of

[22] DEIS, Table 4-20, p. 4-44; p.
[23] The DEIS, as we have said, never gets nearly specific enough to mention the increased number of dolphin recorded in the vicinity of the Bridge in 2018 (University of Maryland Dolphin Watch) or the 193 individual dolphin with 27 mother and calf pairs that have been reported at the mouth of the Potomac River (Potomac-Chesapeake Dolphin Project).

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bottom habitat, producing impacts on water quality, fish, mammals, sea turtles, and benthic resources such as oysters.

The DEIS, however, provides no information about what level of dredging will be needed for a new bridge. While the specific alignments under consideration may not be known, it is not plausible to think that no amount of dredging will be needed. A reasonable worst case of dredging volumes could have been estimated, thereby informing an impact assessment. Are we talking thousands of cubic yards, tens of thousands of cubic yards, hundreds of thousands, or perhaps more than a million cubic yards? With that kind of information, surely not too difficult to assemble, the impacts to resources such as oyster habitat, Essential Fish Habitat, and the level and types of mitigation required to offset these impacts, could have been approximated and evaluated.

As to pile-driving, there is a large body of scientific literature finding that the elevated sound levels produced by pile-driving can result in adverse effects on marine mammals and anadromous fish. Since species such as striped bass and shad have been documented to pass through the proposed bridge construction area to and from their spawning grounds, they are at substantial risk of impacts associated with elevated sound exposure. Depending on the levels and duration of the elevated sounds, pile-driving can result in behavioral or physiological impacts or even mortality. It is likely that any bridge alignment will be driving several hundred or possibly thousands of piles over multiple years. How many and how long? The DEIS doesn't even ballpark any of this – so once again we can't evaluate what the impacts will be or how they might be mitigated (or, crucially, how important it would be to avoid them altogether by preferring the no-build scenario).

We offer the foregoing as no more than little indicators of what this DEIS leaves out with respect to the Bay-related impacts of a third span. We don't even touch on the impacts to the land areas on both shores that will result from highway alterations to accommodate eight lanes of bridge traffic. Yet those land impacts, on flora, fauna and human beings, may well be greater even than the Bay impacts.

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Conclusion

For the reasons set forth in these Comments, QACA concludes that the Bay Crossing Study Tier 1 DEIS as presented is inadequate and must be revised to better address the need for a third span, using corrected traffic forecasting methodologies and taking into account post-COVID telecommuting, the institution last year of all electronic tolling, and implementation by MDTA of improved traffic management strategies, all as set forth in the AKRF Study submitted herewith. QACA also recommends that MDTA suspend any future activities towards advancing a Tier 2 study until these deficiencies are addressed.

Respectfully submitted,

QUEEN ANNE'S CONSERVATION ASSOCIATION
[redacted] Chair
[redacted] Executive Director
[redacted]

CHESAPEAKE
BAY CROSSING STUDY
TIER 1 NEPA

Tier 1 DEIS Public Hearing Comment Card

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Social Media: ○ Facebook ○ Twitter ✓ Other: _____

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News Article: BAY TIMES

Community Organization: KENT ISLAND AMERICAN LEGION

E-mail from: ○ Bay Crossing Study ○ Other: _____

Optional: Please print your information if you would like to be added to the study mailing list.

○ Mail ✓ E-mail

Name: [redacted]

E-mail Address: [redacted]

Community/Organization (if applicable): N/A SELF

Street Address: [redacted]

City: [redacted] State: [redacted] Zip: [redacted]

Thank you for your comments! Comments may also be submitted by visiting baycrossingstudy.com, emailing info@baycrossingstudy.com, or by mailing:

Maryland Transportation Authority
Division of Project Planning & Program Development
Re: Bay Crossing Study Public Comments
2310 Broening Highway
Baltimore, MD 21224

MDTA Maryland Transportation Authority

U.S. Department of Transportation Federal Highway Administration

For project information, visit **baycrossingstudy.com**

Bridge Crossing Comments

[redacted]

I support placing the bay crossing at the present crossing location, Annapolis to Kent Island.

On Tuesday April 20,2021, Kent Island again had to deal with "grid lock" due to an accident on the bridge that closed the bridge to west bound traffic. This was just a normal traffic day until the accident. No beach traffic, just commuters and interstate traffic. When the bridge closes, we on Kent Island have a very hard time getting to local services. School busses are delayed. Residents have very prolonged trips home. Special arrangement must be mad for child care. Even emergency vehicles are delayed in servicing their calls, placing people's lives in danger.

Another span would allow traffic to continue to flow across the bay at a reasonable pace. This would greatly improve the traffic flow around the Kent Island community. Summer traffic would also have additional lanes to cross the bay.

Placing the bridge north or south of KI would not in anyway improve the grid lock the occurs on KI during normal traffic days.

The "alternate route" justification for placing the bridge north or south of KI would only apply to beach traffic.

The amount of infrastructure needed to build a bridge north or south of KI would be much greater then placing the new span at the narrowest part of the bay.

Placing the bridge north or south of KI would expose those communities to rapid growth and the same problems that face KI, grid lock when the bridge closes.

For the above reasons I support placing the bridge between Annapolis and Kent Island.

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April 26, 2021

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Re: Comments of Queen Anne's Conservation Association on Bay Crossing Study Tier 1 Draft Environmental Impact Statement

To Whom It May Concern:

On behalf of Queen Anne's Conservation Association, its constituent members, supporters and donors, enclosed please find Comments by the Association and the attached AKRF Study to be included as part of the record regarding the Bay Crossing Study Tier 1 Draft Environmental Impact Statement.

Very truly yours,

[redacted]

Enclosures



CHESAPEAKE BAY BRIDGE CROSSING TRANSPORTATION STUDY

Prepared for
Queen Anne's Conservation Association

Prepared by
AKRF, Inc.

December 15, 2020

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Executive Summary

Queen Anne's Conservation Association ("QACA") has engaged AKRF, Inc. ("AKRF"), a regionally respected environmental planning and engineering services firm (whose nearest office is in Hanover, MD) to conduct an independent study to determine whether there is a current need for replacement of the Chesapeake Bay Bridge Crossing from a traffic operations perspective. This study reviews and evaluates the methods, results, and conclusions stated in the Purpose and Need Assessment document dated February 2019, which was prepared by the Maryland Transportation Authority (MDTA). This study presents independent results in two broad categories—traffic growth forecasting, and relevant transportation trends and improvements.

The traffic growth forecasting method used by MDTA is a regional travel demand model, which has complicated inputs for population, demographics, origin-destination patterns, and other unknown factors. AKRF does not have access to this model or the assumptions used to forecast traffic at the existing bridge crossing, so our estimates rely on historic growth trends over more than 15 years for summer weekend traffic and the last five years for weekday traffic to present an independent traffic growth forecast.

The MDTA model starts with existing traffic count data from 2017 that leads to biased findings because it only captures one day of weekend traffic from August, which was much higher than an average summer weekend day according to AKRF's research. The Purpose and Need Assessment bases several conclusions on the 2040 forecasted summer weekend conditions which show a high number of hours of traffic congestion and many miles of traffic queues in that document. It is typically not acceptable to rely on one day of traffic counts when there could be a daily fluctuation in traffic that is above or below average. It is customary to use multiple days of traffic count data to present average conditions as has been done in the AKRF study. Furthermore, AKRF has only presented average daily weekend traffic for a particular year if historic counts were available for at least one full weekend in the average summer month of July. For weekday conditions, MDTA used multiple days of counts in 2017, while AKRF used the Maryland Department of Transportation's (MDOT's) reported annual average weekday daily traffic for the bridge, which is already smoothed out using seasonal adjustment factors according to an accepted methodology to eliminate daily traffic fluctuations.

Next, the assumptions in the MDTA model do not indicate whether important trends or other factors such as increased telecommuting or economic recessions were taken into account, nor whether planned or available improvements such as cashless toll collection, improved management of the reversible lane, or variable tolling to reduce congestion were included. It can only be assumed that these trends and improvements were not considered in the model, which then presents future traffic and congestion levels that are higher than may actually materialize. In particular, telecommuting is likely to permanently change from the previous share of five percent of the workforce to a much higher number since a large number of employers and employees have adjusted to a new paradigm in 2020.

The long-term influence of the COVID-19 pandemic on traffic and travel patterns is not yet understood. However, there are discussions of COVID-19 in this study, and an alternate set of traffic forecasts reflecting potential economic downturns is included. The Purpose and Need Assessment does not mention economic recessions or the traffic growth-stagnating effects typically following them. Should two modest economic downturns occur between 2019 and 2040 as is assumed in the alternate traffic forecasts, these may result in the Purpose and Need Assessment's traffic projections being an even larger overestimate of what actual traffic will be.

According to the independent conclusions of AKRF in this study, the levels of traffic and congestion shown to demonstrate the need for a replacement bridge using 2040 projections may not be reached until late this century or beyond. Additionally, according to the 2015 Life Cycle Cost Analysis Study by MDTA, the bridge can be safely maintained through 2065 with currently programmed and anticipated rehabilitation and maintenance work. That study states that beyond 2065, the bridge may require major rehabilitation but would not be structurally deficient or functionally obsolete. Therefore, based on the conclusions of AKRF's study of traffic congestion and operations on the bridge, and MDTA's Life Cycle Study of the bridge's structural integrity, there will not likely be a need for a replacement bridge by 2040 for either traffic or structural purposes.

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Introduction

This report presents an independent study to determine whether there is a current need for replacement of the Chesapeake Bay Bridge Crossing from a traffic operations perspective. The study reviews and evaluates the methods, results, and conclusions stated in the Purpose and Need Assessment document dated February 2019, prepared by the MDTA. This report also considers and relies on results of comprehensive research efforts identifying strategies used at comparable facilities in the region, and available traffic data from MDOT on the Bay Bridge from 2003 to 2018. These findings are then also compared to traffic projections in the 2004 Transportation Needs Report and 2015 Life Cycle Cost Analysis Study. The above three studies and 2019 Open House materials that were provided on the "baycrossingstudy.com" website at the time of preparation of this report are included as the Maryland government agency reports.

For each of the improvements and/or trends that are considered, this report presents up to three types of traffic metrics for comparison, all of which are used by the Purpose and Need Assessment to justify a bridge replacement:

- **Traffic Volumes:** Anticipated growth of typical weekday and/or summer weekend traffic, shown in the units of "vehicles per hour" or "vehicles per day," as applicable;
- **Queue Length:** The line of cars spilling back from the toll plaza in the eastbound direction, shown in the units of miles; and
- **Traffic Congestion:** Hours of the day where the bridge traffic demand would exceed the traffic capacity in either direction of the crossing.

Traffic Volume Growth Forecasting

The AKRF volume projections utilize a 2018 base year calculated from recent traffic data available from MDOT and consider historic traffic trends from 2003 to 2018. In contrast, the Purpose and Need Assessment utilizes 2017 base year traffic counts and the Baltimore Metropolitan Council InSITE travel demand model to develop future volumes. However, the input for the base year in the model used for the Purpose and Need Assessment was based on very limited data and resulted in an overestimate of traffic for summer weekends. By applying more realistic traffic growth to the bridge based on historic trends, the AKRF projection indicates that the average weekend daily traffic could be approximately 31,000 vehicles per day lower, and typical weekday daily traffic could be approximately 3,000 vehicles per day lower by 2040 when compared to the Purpose and Need Assessment (see **Table 1**).

Table 1
Comparison of Chesapeake Bay Bridge Daily Traffic Volume Projections

	Actual Traffic Volumes	AKRF Traffic Volume Projection^		Bay Crossing Study Purpose and Need Assessment (2019)			Life Cycle Cost Analysis (2015)			Bay Bridge Transportation Needs Projection (2004)		
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Weekday	75,750	81,487	8%	68,556*	84,276	23%	86,200*	113,100*	31%*	61,000	86,000	41%
Weekend	100,286*	104,215*	4%*	116,557*†	135,260*	14%*	90,200*	118,400*	31%*	95,600*	135,000*	41%

NOTES:

^ Developed by AKRF, based on 2003-2018 annual average daily traffic data and 2003-2019 Automatic Traffic Recorder data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.

* Traffic volume for summer day

† 2017 Purpose and Need Assessment traffic volumes are based on multiple day count data for weekdays, not annual average daily traffic, and single-day count data collected in August for weekends

Since actual daily weekday and weekend data were available for 2018, those data were used to establish the 2018 baseline for comparison to 2040 conditions. As shown in Table 1, each subsequent MDTA study from the earliest one in 2004 to the most recent one in 2019 has lowered the expected percentage growth of traffic for its study horizon, as evidenced by the increasingly flatter slope of each line with the release of each subsequent MDTA study. The AKRF projections appear to be even more realistic. These projections and growth rates are illustrated in Figure 1 and explained in greater detail below.

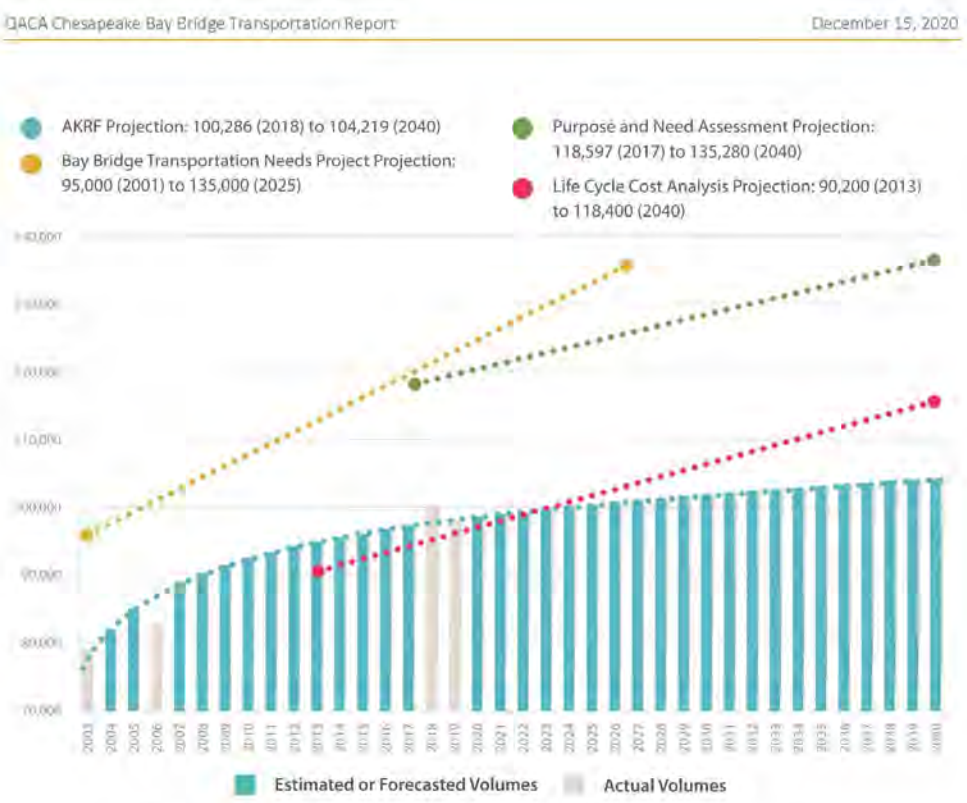


Figure 1. Comparison Graph of AKRF Realistic Traffic Projections to Previous MDTA Studies, Summer Weekend Daily Traffic in Vehicles Per Day

For the purposes of projecting realistic traffic volumes to 2040, a conservative assumption that the pattern of traffic growth observed using summer weekend daily traffic from 2003, 2006, 2018, and 2019 (years for which adequate data were available to present average summer weekend daily conditions) would continue to 2040 was applied. The best fit for these data was not a linear slope, but a logarithmic curve that smooths out as time goes on. The same curve was also used to estimate summer weekend daily traffic for the interim years between 2003 and 2018 for which data were not available. With a logarithmic curve, certain years of actual data can fall below the curve (such as 2006) or above the curve (such as 2018), but the overall correlation of the fitted curve with the data was found to be strong enough for it to be applied for the traffic volume projections[1]. As shown in **Figure 1**, the Purpose and Need Assessment begins with a much higher baseline data point for summer weekend daily traffic (118,600 vehicles a day). This is because the Purpose and Need Assessment used only a one-day sample of data in August of 2017 to report average summer weekday 2017 existing traffic volumes which

[1] The R-squared value, which is a measure of the variation of actual summer weekend traffic volume data to the logarithmic trendline, was determined to be 0.90. This reflects a strong correlation with the actual data, since the R-squared value ranges from 0 to 1, and values closer to 1 reflect greater correlation between fitted trendlines and observed data.

resulted in a much higher traffic volume than for an average 2017 summer weekend day. The difference in these starting points translates to much higher 2040 traffic projections in the Purpose and Need Assessment than would reasonably be expected, which is used to support the need for a bridge replacement. None of the projections shown in **Table 1** and **Figure 1** (including AKRF's) consider the effect on traffic volume associated with the current COVID-19 pandemic, or another recession or two that could occur between 2019 and 2040. The 2007-2008 financial crisis resulted in a decrease in average annual daily traffic (AADT) by 5.4 percent in 2008 according to data from the Purpose and Need Assessment, shown in **Figure 2**.

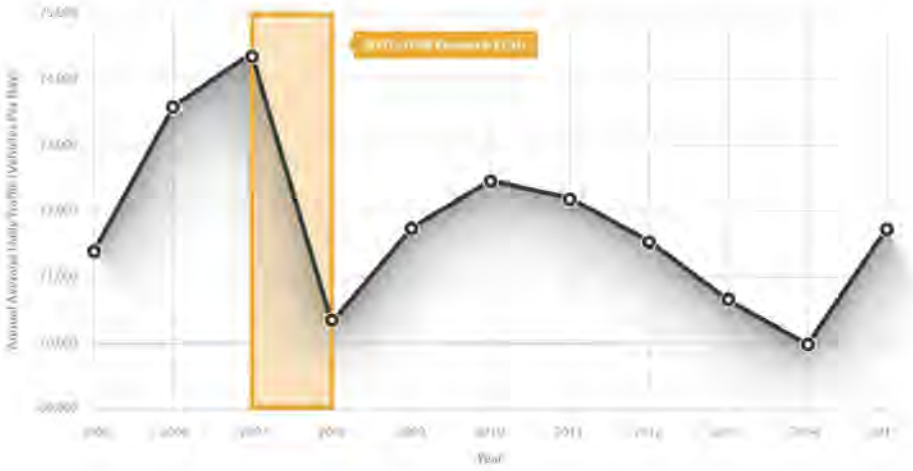


Figure 2. 2005-2015 Annual Average Daily Traffic, Weekdays and Weekends Combined

Additional recession events would result in reducing the traffic volumes even further. In a scenario where there would be two hypothetical economic downturns between 2019 and 2040, traffic volumes are anticipated to stagnate for several years similar to the pattern shown in **Figure 2** following the 2007-08 financial crisis. **Figures 3 and 4** show the weekday and weekend projected daily traffic volumes, respectively, after factoring in two economic downturns. The first economic downturn was assumed to occur in 2020-2022 due to the 2020 coronavirus pandemic. Traffic volumes would decline in 2020 due to the pandemic and then it was assumed for the purposes of the projection that they would sharply recover but remain stagnant from 2021-2022, though it should be noted that as of September, 2020 there remains significant uncertainty over how quickly the economy, and traffic volumes in general, is expected to recover. The second economic downturn was assumed to occur in 2030-2032, and traffic volumes would also stagnate over this period. Assuming that the same pattern of traffic volume growth would occur during interim years, this would result in a slightly lower projected 2040 traffic volumes and growth rates, as shown in **Table 2**.



Figure 3. Weekday Annual Average Daily Traffic projections assuming two hypothetical recessions

- 2020-2022: COVID-19 induced recession resulting in 40 percent decline in 2020 traffic volume and stagnation in recovery of traffic volumes in 2021-22
- 2030-2032: Hypothetical recession resulting in a two-year stagnation of traffic volumes



Figure 4. Summer Weekend Annual Average Daily Traffic projections assuming two hypothetical recessions

- 2020-2022: COVID-19 induced recession resulting in 40 percent decline in 2020 traffic volume and stagnation in recovery of traffic volumes in 2021-22
- 2030-2032: Hypothetical recession resulting in a two-year stagnation of traffic volumes

Table 2
Comparison of Chesapeake Bay Bridge Daily Traffic Volume Projections
(with economic downturns assumed)

	Actual Traffic Volumes	AKRF Traffic Volume Projection, With Economic Downturns Assumed		Bay Crossing Study Purpose and Need Assessment (2019)			Life Cycle Cost Analysis (2015)			Bay Bridge Transportation Needs Projection (2004)		
	2018	2040	%Growth	2017	2040	%Growth	2013	2040	%Growth	2000	2020	%Growth
Weekday	75,750	81,137	7%	68,598†	84,276	23%	86,200*	113,100*	31%*	61,000	86,000	41%
Weekend	100,286*	103,596*	3%*	118,597*†	135,280*	14%*	90,200*	118,400*	31%*	95,000*	135,000*	41%

NOTES:

^ Developed by AKRF, based on 2009-2018 average annual daily traffic data and 2003-2019 Automatic Traffic Recorder data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge. Assumes a COVID-19 recession from 2020-2022 resulting in temporary decline in traffic volume and subsequent two-year recovery, and a hypothetical recession in 2030-2032 resulting in a flattening of traffic volume over two-year period.

* Traffic volume for summer day

† 2017 Purpose and Need Assessment traffic volumes are based on multiple day count data for weekdays, not average annual daily traffic and single-day count data collected in August for weekends

According to the MDOT data, during an average summer weekend day in 2018, hourly traffic volumes were below the traffic capacity under ideal traffic conditions on the Chesapeake Bay Bridge during 22

hours (92 percent) of the day, as indicated in **Figure 5**. This does not suggest that there were not bridge delays during more than two hours on specific high traffic days in the summer of 2018. Under conditions where this average delay was exceeded, it was because of the constraints of the toll plaza, certain days where the average summer weekend daily traffic was exceeded, and/or the presence of non-recurring delays such as traffic incidents and emergencies which temporarily reduced the capacity of the bridge or nearby highway connections. However, the figure illustrates that when presenting average summer weekend daily traffic in 2018, only two hours of the day exceeded the bridge capacity that year. Replacing the Chesapeake Bay Bridge should not be based on unique traffic conditions that occur only over a relatively small percentage of the time, but must consider entire seasonal averages over many years of historic data, in addition to transportation trends and improvements, as discussed in this report.

2018 Summer Weekend Day—Chesapeake Bay Bridge Capacity



Figure 5. Actual 2018 Volumes

If more realistic growth forecasting is applied to the expected number of hours in a day that the bridge would exceed its traffic capacity, the AKRF volume projection estimates indicate that capacity on the Chesapeake Bay Bridge could be exceeded for only 12 percent of a typical summer day in 2040, compared to 58 percent of a summer day according to the Purpose and Need Assessment traffic volume projections, shown in **Figures 6** and **7**.

2040 Summer Weekend Day—Chesapeake Bay Bridge Capacity



Figure 6. 2040 AKRF Volume Projections



Figure 7. 2040 Purpose and Need Assessment Volume Projections

Although under the AKRF projection, bridge capacity would be exceeded for 12 percent of a typical summer day in 2040, it is AKRF's opinion that this projected capacity exceedance, which is of modest proportions, would likely be even lower than 12 percent considering the operational improvements and mobility trends discussed in the next section of this study..

Trends and Improvements

In addition to traffic growth comparisons, this report presents several traffic operational improvements and mobility trends that could be considered to prolong the life of the bridge. The additional improvements and/or trends analyzed in this report which presumably were not included in the traffic projections in the Purpose and Need Assessment but should be considered in the DEIS are:

- **Telecommuting**, which gained traction among all regional workers between 2000 and 2016 (the most recent year for which census commuting data is available) in the Washington D.C. and Baltimore Metropolitan areas, Queen Anne's County, and Anne Arundel County;
- **Cashless Tolling**, or converting the eastbound Bay Bridge toll plaza to all electronic toll collection which occurred in May 2020;
- **Congestion Pricing**, which uses variable tolls by time of day/year to manage peak period congestion and induce some motorists with flexibility in their travel plans to shift their trip to off-peak times; and
- **Managed Lanes**, a dynamic management tool using real-time data to allow MDTA to better decide when the reversible lane should be used, or if the reversible lane or other lanes should have higher tolls, or require high occupancy vehicles to use it during peak conditions to reduce overall traffic congestion on the Bay Bridge.



These improvements and/or trends are not new to the D.C./Baltimore Metro area, and each are available tools with a proven record for reducing peak period traffic congestion, which could extend the life of the bridge. If implemented in combination, there would be even greater benefits. The results of individual studies for each of the potential improvements and their effects on different metrics for traffic operations are presented below, with supporting materials provided in the appendices.

Telecommuting

If the percent of the region's workforce that chooses to telecommute increased from five percent today to 10 percent in 2040 as a reasonable assumption for more aggressive adoption of telecommuting **(See Appendix 2)**, typical weekday daily traffic volumes on the Chesapeake Bay Bridge according to AKRF projections would increase by only four percent from 2018 to 2040, compared to eight percent if the share of the workforce that telecommutes were to continue to grow at the steady rate of three percent per year as for the past decade. These volumes and growth rates are compared to the Purpose and Need Assessment forecasted traffic volume growth rate of 23 percent from 2017 to 2040, as shown in **Table 3.**

Table 3
Comparison of Chesapeake Bay Bridge Daily Traffic Volume Projections

	Actual Traffic Volumes	Current AKRF Traffic Volume Projection*		AKRF Traffic Volume Projection with Accelerated Growth in Telecommuting**			Bay Crossing Study Purpose and Need Assessment (2017)^		
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Weekday	75,750	91,487	9%	75,454	79,339	4%	69,593	84,275	21%

NOTES:

* Developed by AKRF, based on 2009-2018 annual average daily traffic data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge, 2018 base year.

** Developed by AKRF, based on 2009-2018 annual average daily traffic data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge and Reverse Journey-to-Work (RJTW) census data from the 2006-10 and 2012-16 American Community Survey for the Baltimore and Washington D.C. Metropolitan Statistical Areas, 2018 base year.

^ Purpose and Need Assessment traffic volumes are based on multiple day count data for weekdays in 2017, not annual average daily traffic, and single-day count data collected in August of 2017 for weekends.

The effects of telecommuting cannot readily be applied to summer weekend days since they are outside normal working hours. However, there may be latent positive effects on Friday evening and Sunday afternoon summer weekend traffic since, with greater freedom and encouragement by employers to allow employees to telecommute as has happened during the COVID-19 pandemic, a short weekend vacation could be extended to a four-day weekend or longer vacation through telecommuting. These "long weekends" would have the effect of lowering the peak traffic demand on summer weekend days.

Cashless Tolling

In 2014, MDTA published its *All Electronic Tolling Conversion and Prioritization Study* which studied the potential conversion of various tolled facilities under its jurisdiction, including the Chesapeake Bay Bridge. In 2019 when the Purpose and Need Assessment was presented, it did not include the benefits of all electronic toll collection, also known as "cashless tolling," which resulted in a greatly overestimated queue length in the Purpose and Need Assessment. In 2020, MDTA implemented cashless tolling on the Bay Bridge. The Purpose and Need Assessment states that the vehicle queues are projected to increase from four miles in 2017 to 13 miles in 2040 for a summer weekend and from one mile to five miles for an average weekday evening, in the eastbound direction. Applying the estimated peak queue length reductions reported for the Chesapeake Bay Bridge from the *All Electronic Tolling Conversion and Prioritization Study* for a summer Friday and an average weekday evening, the 2040 vehicle queues could be reduced to 2.6 miles during a summer weekend peak period and 1.5 miles during an average weekday evening, shown in **Table 4**.

Table 4
Chesapeake Bay Bridge Eastbound Projected Queues – All Electronic Tolling

Scenario	Weekday Queue (miles)	Summer Weekend Queue* (miles)
Existing[1]	3	4
Future 2040[1]	5	12
Future 2040 with All Electronic Tolling	1.5	2.6

NOTES: *Weekend also includes Friday

SOURCES: [1]Chesapeake Bay Crossing Study Purpose and Need Assessment

As shown in **Table 4**, when applying MDTA's Chesapeake Bay Bridge traffic queue projection for cashless tolling, the summer weekend queues in 2040 would be shorter than they were reported to be in the existing condition according to the Purpose and Need Assessment. The MDTA-projected 1.5-mile weekday queue and 2.6-mile summer weekend day queue with cashless tolling would likely be even lower in 2040 if the results would have been modeled by MDTA considering AKRF's more realistic traffic growth projections. Although there could be queues of traffic approaching the bridge even with cashless tolling in 2040, it is AKRF's opinion that this measure, taken together with the other measures described in this section, will reduce peak period traffic congestion and likely substantially prolong the life of the bridge.

Congestion Pricing

"Congestion pricing" is varying the cost of a toll based on real-time traffic demand to manage traffic congestion. Several variable tolling case studies researched for this report show that peak hour traffic operational improvements in travel times and reduction in traffic volumes can be expected after the implementation of a variable tolling system. For example, based on a variable tolling plan for all bridge and tunnel crossings between New York and New Jersey, a post-implementation study by the New Jersey Department of Transportation showed traffic could potentially be reduced by up to 6.78 percent during a weekday peak period or 2.50 percent during a weekend peak period. If variable tolling is implemented on the Chesapeake Bay Bridge, benefits may be experienced in periods where traffic demand exceeds traffic capacity, including the weekday AM and PM peak hours and the summer weekend peak period. The potential effects of these traffic reductions using the New Jersey Department of Transportation findings are shown in **Table 5**.

Table 5
Variable Tolling Volume Projection

Time Period	AKRF Hourly Traffic Volume Projection (vehicles per hour)				
	Without Variable Tolling[1]			With Variable Tolling	
	2018	2040	% Growth	2040	% Growth
Weekday – Westbound AM	3,205	3,555	7.6	3,314	0.3
Weekday – Eastbound AM	4,463	4,580	7.6	4,473	0.3
Summer Weekend – Eastbound	3,362	3,584	6.6	3,494	3.9
Summer Weekend – Westbound	4,098	4,368	6.6	4,259	3.9

SOURCES:

[1] Based on traffic growth rates developed by AKRF, based on 2001-2019 Automatic Traffic Recorder counts and 2009-2018 annual average daily traffic data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.

Since there are few alternative mode choices for the Chesapeake Bay Bridge other than taking owned, rented, or for-hire private passenger vehicles, it is conservatively assumed that variable tolling would not noticeably reduce overall annual growth as a congestion management measure by itself, since the same number of vehicular trips would make the journey with variable tolls in place, but at different times of day or days of the same week. However, there could be modest benefits associated with variable tolling to induce ride sharing which could slightly reduce overall average daily traffic volumes.

Although there could be certain times of the day where the bridge capacity is exceeded even with variable tolling in 2040, it is AKRF's opinion that this measure, properly implemented and taken together with the other measures described in this section, will reduce peak period traffic congestion and likely substantially prolong the life of the bridge.

Managed Lanes

Managed lanes are a congestion management strategy that involves the application of lane use restrictions or lane tolls to increase the efficiency of a highway facility. A managed lane employs the use of pricing, vehicle eligibility, and/or access control. Examples of managed lanes include high-occupancy vehicle (HOV) lanes, high-occupancy toll (HOT) lanes, express lanes, reversible lanes, and bus- or truck-exclusive lanes. The Chesapeake Bay Bridge currently uses a reversible lane as a managed lane strategy to redistribute roadway capacity from the westbound direction to the eastbound direction during peak periods. However, the lane is reversed using a fixed schedule and is not actively managed using real-time data.

Using regionally comparable results of a managed lane study of I-66 in Virginia, the application of managed lanes at the Chesapeake Bay Bridge could result in a reduction of 2.7 percent of vehicles during summer weekends during peak hours. On the Chesapeake Bay Bridge, depending on the managed lane strategies implemented (e.g., a high-occupancy vehicle or high-occupancy toll lane at certain times), motorists during summer weekend peak times could be incentivized to change their

behavior to take fewer single-occupant vehicle trips, or change their behavior to shift their trip to an off-peak time when there are no managed lane restrictions, resulting in a reduction in traffic during summer weekends during peak hours. The potential reduction in summer weekend traffic is expressed in **Table 6** as vehicles per hour compared to bridge capacity.

Table 6
Summer Weekend Managed Lanes Volume Projection

Hour	AKRF Summer Weekend Hourly Traffic Volume Projection (vehicles per hour)^					
	Without Actively Managed Lanes				With Actively Managed Lanes	
	2018		2040		2040	
	EB	WB	EB	WB	EB	WB
12-1 PM	2,727	4,098	2,906	4,288	2,828	4,250
1-2 PM	2,888	3,841	3,078	4,091	2,995	4,058
2-3 PM	2,885	3,663	3,075	3,904	2,992	3,799
3-4 PM	3,295	3,423	3,512	3,648	3,417	3,550

NOTES:
EB = Eastbound
WB = Westbound
Volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)
^Developed by AKRF, based on 2009-2018 annual average daily traffic and Automatic Traffic Recorder data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.

The benefit of managed lanes is shown in **Table 7** as volume-to-capacity (V/C) ratios; a V/C ratio greater than 1.0 indicates that the capacity of the bridge would be exceeded by traffic demand, resulting in traffic congestion.

Table 7
Summer Weekend Managed Lanes Volume-to-Capacity Projection

Hour	AKRF Summer Weekend Hourly Volume-to-Capacity Projection					
	Without Actively Managed Lanes				With Actively Managed Lanes	
	2018		2040		2040	
	EB	WB	EB	WB	EB	WB
12-1 PM	0.72	1.08	0.76	1.13	0.74	1.12
1-2 PM	0.76	1.04	0.81	1.11	0.79	1.08
2-3 PM	0.76	0.96	0.81	1.03	0.79	1.00
3-4 PM	0.87	0.90	0.92	0.96	0.90	0.93

NOTES:
EB = Eastbound
WB = Westbound
V/C ratio exceeds 1.00, indicating that the projected volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)

As shown in **Table 6** and **Table 7**, the application of managed lanes along the Chesapeake Bay Bridge could result in reduced 2040 projected peak hour traffic volumes in the eastbound direction during summer weekends, and could potentially reduce the number of hours when 2040 projected weekday volumes exceed capacity. Although there could be certain times of the day where the bridge capacity is exceeded even with managed lanes in 2040, it is AKRF's opinion that this measure, properly implemented and taken together with the other measures described in this section, will reduce peak period traffic congestion and likely substantially prolong the life of the bridge.

Cumulative Effects and Conclusion

The effects of each individual improvement and/or trend on traffic volume forecasts, toll plaza queues, and traffic congestion show that by applying more realistic assumptions such as realistic growth, telecommuting, or cashless tolling, and implementing appropriate congestion mitigation strategies such as congestion pricing or managed lanes, the projected traffic conditions in the Purpose and Need Assessment would not be reached in 2040. Two cumulative effects analyses are presented:

(1) a typical weekday traffic volume projection showing the number of years it would take to reach the projected 2040 daily volumes presented in the Purpose and Need Assessment of 84,276 vehicles per day (shown in **Table 1**) if more realistic growth and continued natural growth in telecommuting were assumed; and

(2) a summer weekend peak hour volume-to-capacity comparison showing the number of years it would take to reach the projected 2040 daily congested hours exceeding bridge capacity shown in **Figure 6** according to the Purpose and Need Assessment if the benefits of congestion pricing and managed lanes benefits were assumed.

The results of these studies show that by assuming more realistic traffic growth trends, when combined with commonly-used, implementable traffic congestion-reducing tools, the Chesapeake Bay Bridge would not reach the metrics presented in the Purpose and Need Assessment until late this century or beyond.

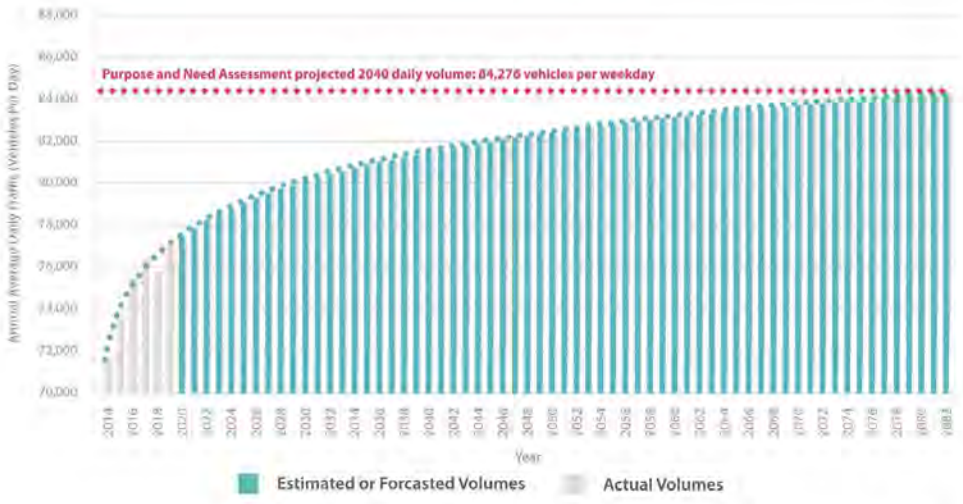


Figure 8. Estimated Number of Years to Reach Purpose and Need Weekday Daily Projected Traffic Volumes per AKRF Realistic Traffic Growth Forecasts and Continued Telecommuting Trends

As shown in **Figure 8**, based on the more realistic traffic volume growth rates, the projected weekday daily traffic volume of approximately 84,276 vehicles in 2040 would not be attained until the year 2082. The estimates presented in **Figure 8** assume a continuous, steady growth in telecommuting; if the growth rate in telecommuting were to accelerate even more rapidly when compared to the rate of growth in recent years, then it could potentially take even longer to attain the projected weekday daily traffic volume from the Purpose and Need Assessment's forecasts for 2040. Furthermore, these projections did not include potential reductions in traffic volume growth that will occur as a result of the COVID-19 pandemic and any future recessions likely to occur and last a year or more between 2019 and 2040.

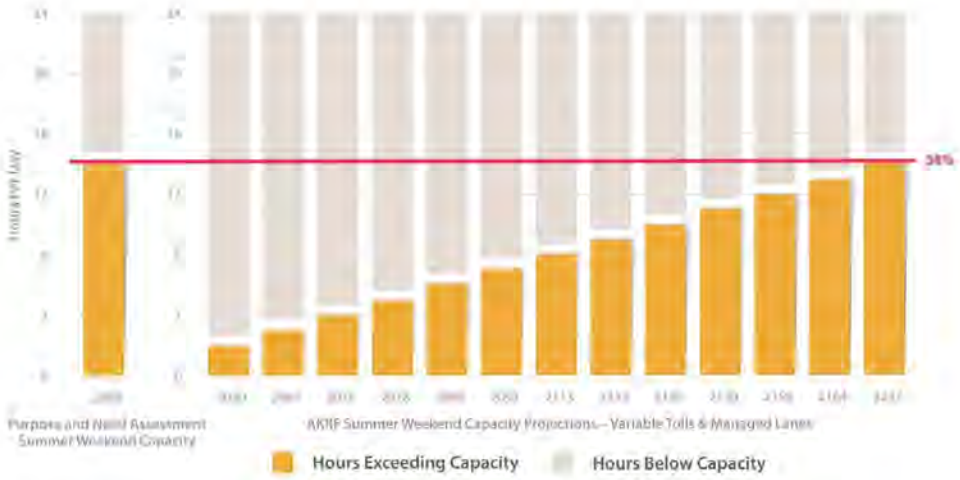


Figure 9. Estimated Years to Reach Purpose and Need Summer Weekend Daily Projected Traffic Congestion per AKRF Realistic Traffic Growth Forecasts with Variable Tolls and Managed Lanes Implemented

As shown in **Figure 9**, the Purpose and Need Assessment projects that in 2040, the bridge's traffic demand would exceed its capacity 58 percent of the time during a typical summer weekend day. However, using AKRF's realistic traffic growth and including the beneficial traffic congestion-reducing effects of variable tolls and managed lanes, in 2040 it would exceed its capacity only eight percent of the time. Furthermore, it would take until the year 2247 to reach the 2040 projections of the Purpose and Need Assessment. Much of this is owed to the higher than average counts that were collected and used as typical summer weekend daily traffic in the Purpose and Need Assessment. Even without actively managed lanes and variables tolls, the bridge would still only exceed its capacity 12 percent of the time in 2040 on summer weekends.

As previously stated, according to the 2015 Life Cycle Cost Analysis Study by MDTA, the bridge can be safely maintained through 2065 with currently programmed and anticipated rehabilitation and maintenance work, and beyond 2065, the bridge may require major rehabilitation but would not be structurally deficient or functionally obsolete. Therefore, based on the conclusions of AKRF's study of

traffic congestion and operations on the bridge, and MDTA's Life Cycle Study of the bridge's structural integrity, there will not likely be a need for a replacement bridge by 2040 for either traffic or structural purposes.

APPENDIX 1
REALISTIC TRAFFIC GROWTH FORECASTING

REALISTIC TRAFFIC VOLUME GROWTH FORECASTING

Using publicly available data on annual average daily traffic (AADT) and automatic traffic recorder (ATR) counts from the Maryland Department of Transportation (MDOT), traffic projections were developed in comparison with those from the Purpose and Need Assessment. These projections are referred to as "AKRF Traffic Volume Projections." The available data[1] provides AADT and weekday AADT for roadway segments across the state of Maryland, including the Chesapeake Bay Bridge in both directions, from 2009 to 2018, and weekday and summer weekend ATR counts along the Chesapeake Bay Bridge from 2001 to 2019. The ATR count and weekday AADT data were then used to develop an estimate of the weekday and summer weekend AADT for the Chesapeake Bay Bridge in both directions.

In contrast, the Purpose and Need Assessment used a sample of one day of data in August 2017 to report 2017 existing weekend traffic volumes which resulted in a much higher than average summer weekend day. The AKRF estimates for 2018 reported daily summer weekend traffic of approximately 100,300 vehicles per day on average, and the Purpose and Need Assessment reported 2017 daily summer weekend traffic of approximately 118,600 vehicles per day. Similarly, the Purpose and Need Assessment did not use the MDOT data for weekdays even though weekday AADT is available for the bridge. Rather than use AADT and/or several days or weeks of ATR counts to normalize the traffic data, those volumes are based on single-day ATR counts in May and August 2017. As shown in **Figure 1**, summer weekends averaged annually for the month of July have only surpassed 100,000 vehicles per day one year, in 2018.

[1] https://data.imap.maryland.gov/datasets/3f4b959826c34480be3e4740e4ee025f_1, http://maps.roads.maryland.gov/itms_public/

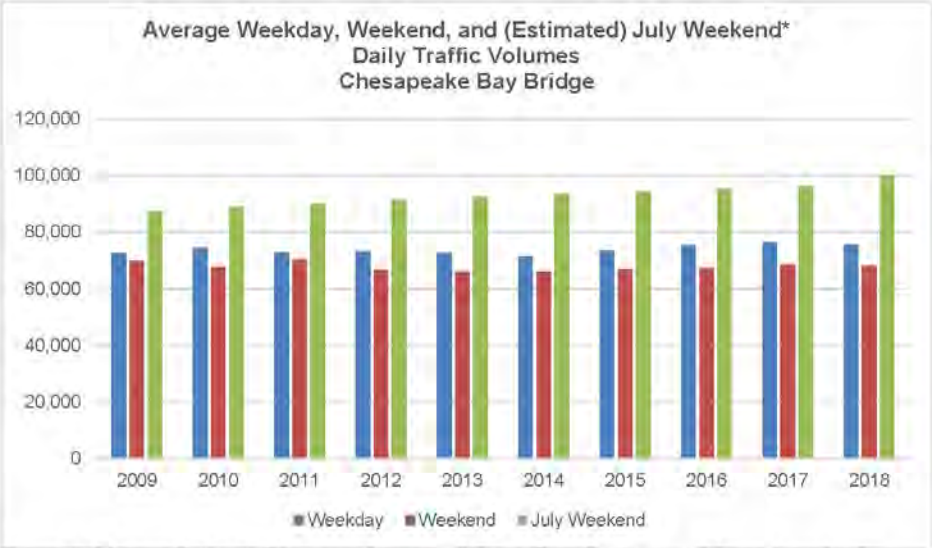


Figure 1. Chesapeake Bay Bridge annual average daily traffic volumes – weekday and weekend day. Source: Maryland Department of Transportation.
*July weekend traffic volumes for years between 2009 and 2018 were estimated, based on ATRcounts on the Chesapeake Bay Bridge on July weekends in 2003, 2006, 2018, and 2019.

For the purposes of projecting traffic volumes to 2040, a conservative assumption that the pattern of traffic growth observed from 2014 to 2018 would continue to 2040 was applied for weekday traffic volumes. The 2040 traffic volumes were projected using a logarithmic trendline that follows the pattern of traffic volume growth observed from 2014 to 2018, as shown in **Figure 2** for weekday traffic volumes. For weekend traffic volumes, the logarithmic trendline based on available July weekend traffic counts in 2003, 2006, 2018, and 2019 was applied to project traffic volumes to 2040, and to estimate traffic volumes for interim years between 2003 and 2019. The 2040 traffic volume projections are shown in **Figure 3** for weekend daily traffic volumes.

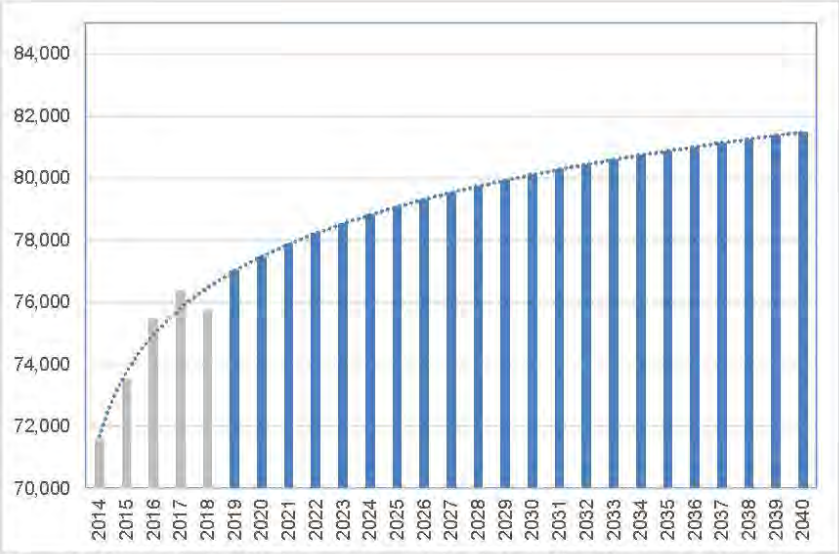


Figure 2. Chesapeake Bay Bridge average weekday daily traffic volumes projections using a logarithmic trendline from 2018 to 2040. The 2014 to 2018 weekday daily traffic volume data are based on data from the Maryland Department of Transportation. Gray bars are for actual data, and blue bars are for estimated daily traffic.

With a logarithmic curve, certain years of actual data can fall below the curve (such as 2006) or above the curve (such as 2018), but the overall correlation of the fitted curve with the data was found to be strong enough for it to be applied for the traffic volume projections. The R-squared value, which is a measure of the variation of actual summer weekend traffic volume data to the logarithmic trendline, was determined to be 0.90. This reflects a strong correlation with the actual data, since the R-squared value ranges from 0 to 1, and values closer to 1 reflect greater correlation between fitted trendlines and observed data.

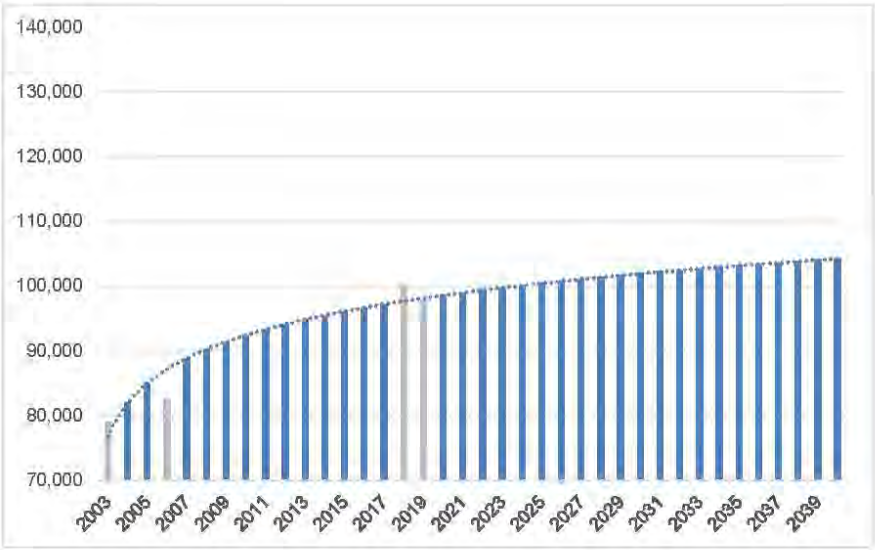


Figure 3. Chesapeake Bay Bridge average summer weekend daily traffic volumes projections using a logarithmic trendline from 2018 to 2040. The 2003, 2006, 2018, and 2019 summer weekend daily traffic volume data was determined using July weekend traffic count data from the Maryland Department of Transportation, the only years for which July weekend traffic count data were available. NOTE: Data for interim years without available data between 2003 and 2018 were also estimated based the logarithmic trendline. Gray bars are for actual data, and blue bars are for estimated daily traffic.

Similarly, the population of Queen Anne's County has grown only modestly over the past decade, as shown in **Figure 4**; population over the past 20 years in the county grew primarily during the 2000s, but has remained relatively flat during the 2010s. Overall, traffic volumes on the Chesapeake Bay Bridge, particularly on weekdays, have been well-correlated with the population of Queen Anne's County, and based on population trends over the past 20 years, it is unlikely that traffic volumes would increase on a linear or exponential pattern, but rather continue at a logarithmic pattern of growth, which would eventually be limited by the capacity of the bridge during certain times of the day/year.

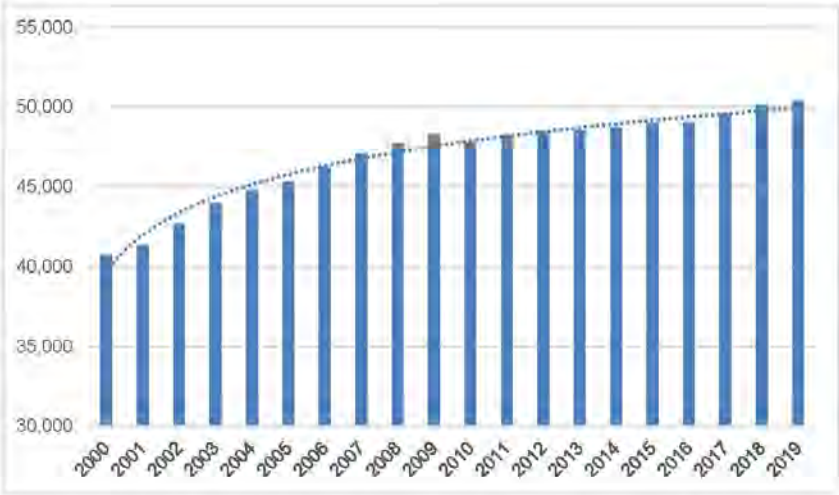


Figure 4. Population of Queen Anne's County, 2000 to 2019. Source: U.S. Census Bureau

According to AKRF projections, the growth rate from 2018 to 2040 for typical weekday traffic would be approximately 8 percent, compared to the 23 percent forecasted in the Purpose and Need Assessment. The AKRF projected 2040 summer weekend daily traffic volumes are forecasted to increase by approximately 4 percent from 2018 to 2040, compared with 14 percent (and starting at a much higher daily traffic baseline) in the Purpose and Need Assessment. The AKRF projections are based on historic traffic and show relatively more modest growth compared to those presented in the Purpose and Need Assessment, and much more modest growth when compared to previous studies.

Table 1 below compares these traffic growth rates with those presented in the Purpose and Need Assessment as well as previous studies. These projections indicate that even if one were to assume that the traffic volume growth in recent years on the Chesapeake Bay Bridge would be sustained from 2017 to 2040, it would be anticipated to grow at a more modest rate than the rate projected in the Purpose and Need Assessment.

Table 1
Comparison of Chesapeake Bay Bridge Traffic Volume Projections

	AKRF Traffic Volume Projection^			Bay Crossing Study Purpose and Need Assessment (2019)			Life Cycle Cost Analysis (2015)			Bay Bridge Transportation Needs Projection (2004)		
	2018 Actual	2040	%Growth	2017	2040	%Growth	2013	2040	%Growth	2001	2025	%Growth
Weekday	75,750	81,487	8%	68,598†	84,276	23%	86,200*	113,100*	31%*	61,000	86,000	41%
Weekend	100,286*	104,219*	4%*	118,597*†	135,280*	14%*	90,200*	118,400*	31%*	95,000*	135,000*	41%

NOTES:
^Developed by AKRF, based on 2009-2018 AADT data and 2003-2019 ATR data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.
*Traffic volume for summer day
†2017 Purpose and Need Assessment traffic volumes are based on single-day count data collected in May and August, not AADT

Since actual daily weekday and weekend data were available for 2018, those data were used to establish the 2018 baseline for comparison to 2040 conditions. The trends shown in **Table 1** indicate that the Maryland Transportation Authority volume projections have overestimated traffic growth in its past studies. Although the previous bridge studies have lowered the projected growth rate of traffic in each subsequent study, historic trends indicate that realistic growth projections will be even lower, even without accounting for the traffic growth-stalling effects of an economic recession or two between 2018 and 2040.

TRAFFIC VOLUME PROJECTIONS WITH POTENTIAL ECONOMIC DOWNTURNS

As shown in the table from the Purpose and Need Assessment in **Figure 5**, the economic downturn of 2007 to 2009 resulted in a 5.2percent reduction in traffic in 2008, and subsequent stagnation of traffic volumes on the Chesapeake Bay Bridge from 2009 to 2014. The traffic volume projections presented in **Figures 2 and 3** do not account for the potential for cyclical fluctuations in traffic volumes due to economic recessions, and assumes a continuous growth in a logarithmic pattern. The effect of economic recessions could further result in an even more stagnant trend in the growth in traffic volumes by 2040. The potential effects of hypothetical economic recessions were then factored into the projections, as described and summarized below:

The traffic volume projections in **Figures 2 and 3** were adjusted to account for two potential recessions:

- 2020-2022 economic recession, caused by the 2020 coronavirus pandemic
  - This recession would result in an approximately 40 percent decline in average weekday and weekend daily traffic volumes in 2020, consistent with the Institute of Transportation Engineers' studies in other major American metropolitan areas during the pandemic.[1]
  - Although there is significant uncertainty over how quickly the economy will recover from the coronavirus pandemic, it was assumed that traffic volumes would return to baseline levels by 2021, but would stagnate for a two-year period due to the effects of the economic downturn.
- A hypothetical 2030-2032 economic recession, resulting in a two-year period of stagnation in traffic volumes due to the effects of the economic downturn.

The traffic volume forecasts for the interim years would continue to follow the same logarithmic growth pattern used to develop those presented in **Figures 2 and 3**. The traffic volume projections with potential economic downturns are presented in **Figures 6 and 7**. **Table 2** compares the traffic volume projection with economic downturns assumed with comparable projections from the Purpose and Need Assessment and other recent studies, and shows that if there were to be several economic downturns in the future with a stagnation effect on traffic volumes, weekday daily traffic volumes are expected to continue to grow by 7 percent by 2040. Summer weekend daily traffic volumes are forecast grow by 3, compared to 4 percent by 2040.

[1] "COVID-19 Traffic Volume Trends." https://www.ite.org/about-ite/covid-19-resources/covid-19-traffic-volume-trends/

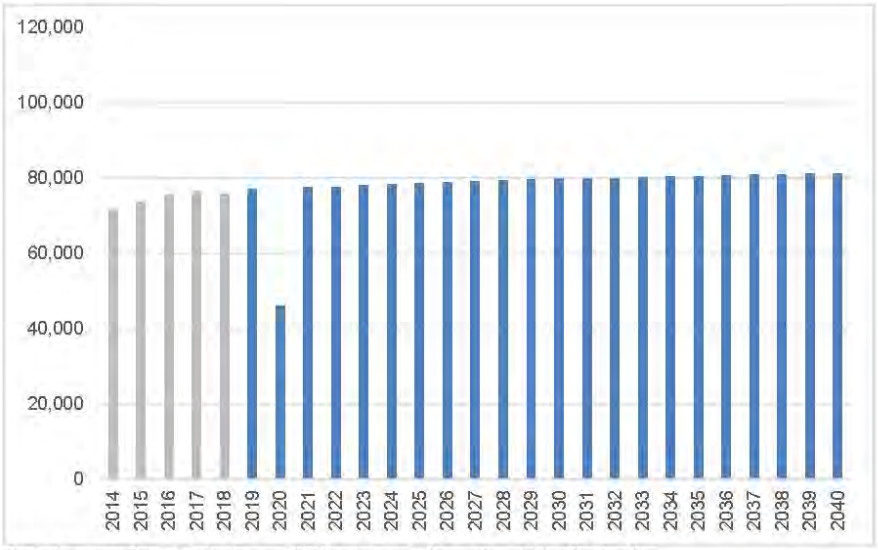


Table 1. Annual Number of Vehicle Trips across the Bay Bridge[1]

Year	Number of Vehicles	Annual Growth (%)
1953[2]	2,100,000	-
1974[3]	7,500,000	+6.2
1980[4]	10,323,300	+5.5
1985	13,686,400	+5.8
1990	16,078,600	+3.3
1995	20,410,800	+4.9
2000	23,867,600	+3.2
2005	26,066,100	+1.8
2006	26,855,600	+2.9
2007	27,140,600	+1.1
2008	25,740,950	-5.2
2009	26,184,950	+1.7
2010	26,449,700	+1.0
2011	26,344,950	-0.4
2012	26,193,150	-0.6
2013	25,788,700	-1.5
2014	25,544,900	-0.9
2015	26,173,400	+2.5
2016	26,696,100	+2.0

[1] Number of vehicles obtained by doubling the annual vehicle counts in the EB direction
[2] 1953 is the year after the first Bay Bridge span opened to traffic.
[3] 1974 is the year after the second Bay Bridge span opened to traffic.
[4] Five year increments are shown between 1980 to 2005 due to steady annual growth during this period of time (see Graph 1 below). Annual growth shown reflects the annual growth between each of these entries, not the 5-year growth.

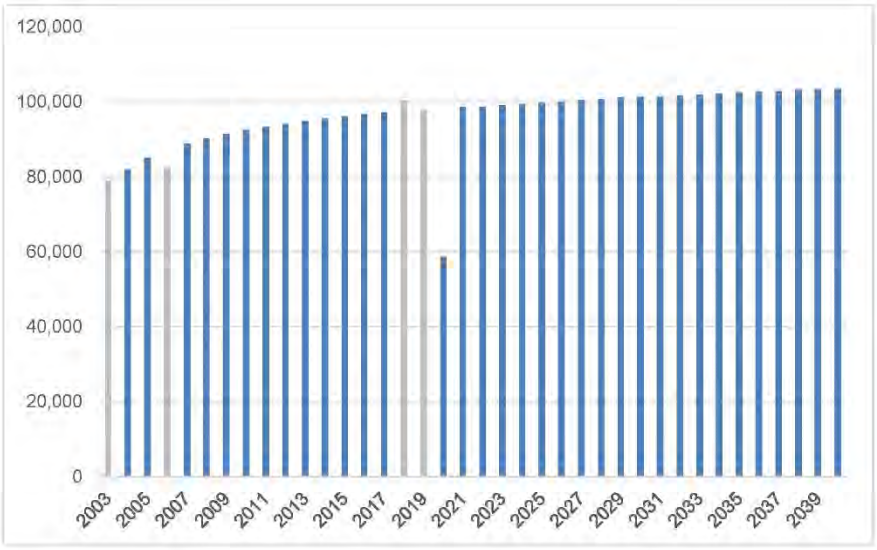
Figure 5. Screenshot of Table 1 from the Purpose and Need Assessment showing annual vehicle trips on the Chesapeake Bay Bridge by year.



Gray bars are for actual data, and blue bars are for estimated daily traffic.

Figure 6. Weekday AADT projections assuming two hypothetical recessions:

- 2020-2022: COVID-19 induced recession resulting in 40 percent decline in 2020 traffic volume (based on ITE COVID-19 traffic volume studies during pandemic) and stagnation in recovery of traffic volumes in 2021-22
- 2030-2032: Hypothetical recession resulting in a two-year stagnation of traffic volumes



Gray bars are for actual data, and blue bars are for estimated daily traffic.

Figure 7. Summer Weekend AADT projections assuming two hypothetical recessions:

- 2020-2022: COVID-19 induced recession resulting in 40 percent decline in 2020 traffic volume (based on ITE COVID-19 traffic volume studies during pandemic) and stagnation in recovery of traffic volumes in 2021-22
- 2030-2032: Hypothetical recession resulting in a two-year stagnation of traffic volumes

Table 2

Comparison of Chesapeake Bay Bridge Traffic Volume Projections (with economic downturns assumed)

	AKRF Traffic Volume Projection, With Economic Downturns Assumed^			Bay Crossing Study Purpose and Need Assessment (2019)			Life Cycle Cost Analysis (2015)			Bay Bridge Transportation Needs Projection (2004)		
	2018 Actual	2040	%Growth	2017	2040	%Growth	2013	2040	%Growth	2001	2025	%Growth
Weekday	75,750	81,137	7%	68,598†	84,276	23%	86,200*	113,100*	31%*	61,000	86,000	41%
Weekend	100,286*	103,596*	3%*	118,597*†	135,280*	14%*	90,200*	118,400*	31%*	95,000*	135,000*	41%

NOTES:
^Developed by AKRF, based on 2009-2018 AADT data and 2003-2019 ATR data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge. Assumes a COVID-19 recession from 2020-2022 resulting in temporary decline in traffic volume and subsequent two-year recovery, and a hypothetical recession in 2030-2032 resulting in a flattening of traffic volume over two-year period.
*Traffic volume for summer day
†2017 Purpose and Need Assessment traffic volumes are based on multiple day count data for weekdays, not weekday AADT, and single-day count data collected in August for weekends

APPLICATION OF REALISTIC TRAFFIC GROWTH

According to the 2015 *US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge Life Cycle Cost Analysis* report, the maximum vehicular flow to achieve an acceptable Level of Service (LOS) D is 3,800 vehicles per hour (vph) in the eastbound direction and 3,900 vph in the westbound direction. These are daily average values factoring in the contraflow lane, which yields slightly different characteristics by direction according to the Maryland Transportation Authority report.

The AKRF hourly projected volumes for the 2017/2018 and 2040 conditions were calculated based on the weekday and summer weekend hourly volume distribution from historical ATR data from MDOT. Using the maximum vehicular flow as the theoretical capacity of the bridge, **Table 3** shows the projected hourly volumes and highlights the hours that capacity is exceeded, and **Table 4** shows the same highlighted cells but expressed as a volume-to-capacity (V/C) ratio. When the V/C ratio exceeds 1.0, the capacity of the facility is exceeded and delays and queues of traffic form approaching the bridge.

Based on the traffic volume projections developed for the Purpose and Need Assessment, traffic volumes would exceed bridge capacity for two hours (4 PM to 6 PM) on an average weekday in 2040, and for an average summer weekend day for 13 hours (8 AM to 10 AM, 11 AM to 10 PM) in 2017 and 14 hours (8 AM to 10 PM) in 2040. Under AKRF projections, traffic volumes are expected to exceed bridge capacity for two hours (4 PM to 6 PM) on an average weekday in 2040, and for an average summer weekend day for two hours (12 PM to 2 PM) in 2018 and three hours (12 PM to 3 PM) in 2040.

Table 3

Hourly Traffic Volume Projections and Capacity Projections

	AKRF Traffic Volume Projection (vph)^								Bay Crossing Study Purpose and Need Assessment (2019) (vph)							
	Weekday				Summer Weekend				Weekday				Summer Weekend			
	2018 Actual		2040		2018 Actual		2040		2017		2040		2017		2040	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12 AM	271	172	292	186	550	652	587	695	246	156	302	192	651	771	743	879
1 AM	209	149	225	161	401	474	427	505	189	135	233	166	474	560	541	639
2 AM	169	155	181	167	230	298	245	318	153	141	188	173	272	353	310	402
3 AM	180	261	194	281	251	250	268	267	163	236	201	290	297	296	339	337
4 AM	267	715	287	769	311	314	331	334	242	647	297	795	367	371	419	423
5 AM	490	1,875	527	2,017	634	522	675	556	444	1,698	545	2,086	749	617	855	704
6 AM	994	2,883	1,069	3,102	1,349	809	1,438	862	900	2,611	1,106	3,208	1,595	956	1,820	1,091
7 AM	1,468	3,305	1,580	3,555	2,627	1,201	2,800	1,281	1,330	2,993	1,634	3,677	3,107	1,421	3,544	1,621
8 AM	1,629	2,823	1,752	3,037	3,260	1,892	3,475	2,017	1,475	2,556	1,812	3,140	3,854	2,238	4,397	2,553
9 AM	1,702	2,352	1,831	2,531	3,248	2,680	3,462	2,856	1,542	2,130	1,894	2,617	3,840	3,168	4,381	3,615
10 AM	2,002	2,066	2,154	2,222	3,012	3,209	3,210	3,420	1,813	1,871	2,227	2,298	3,561	3,794	4,063	4,328
11 AM	2,212	2,022	2,379	2,175	3,173	3,601	3,382	3,839	2,003	1,831	2,461	2,249	3,751	4,258	4,280	4,858
12 PM	2,216	2,047	2,383	2,202	2,727	4,098	2,906	4,388	2,006	1,854	2,465	2,277	3,224	4,846	3,678	5,528
1 PM	2,274	2,075	2,446	2,232	2,888	3,942	3,078	4,201	2,059	1,879	2,530	2,308	3,414	4,660	3,895	5,317
2 PM	2,506	2,129	2,696	2,290	2,885	3,663	3,075	3,904	2,270	1,928	2,788	2,369	3,411	4,331	3,891	4,941
3 PM	3,254	2,113	3,500	2,274	3,295	3,423	3,512	3,648	2,946	1,914	3,620	2,351	3,896	4,047	4,444	4,617
4 PM	3,736	2,072	4,019	2,228	3,362	3,348	3,584	3,569	3,383	1,876	4,157	2,305	3,976	3,959	4,536	4,516
5 PM	3,582	1,986	3,854	2,137	2,808	3,458	2,993	3,686	3,244	1,799	3,986	2,210	3,320	4,088	3,788	4,664
6 PM	3,040	1,654	3,271	1,779	2,393	3,589	2,550	3,825	2,753	1,498	3,383	1,840	2,829	4,244	3,227	4,841
7 PM	2,066	1,279	2,222	1,375	1,987	3,409	2,118	3,634	1,871	1,158	2,298	1,423	2,349	4,031	2,680	4,599
8 PM	1,725	1,023	1,855	1,100	1,596	3,515	1,701	3,747	1,562	926	1,919	1,138	1,887	4,156	2,153	4,742
9 PM	1,295	826	1,394	889	1,291	3,330	1,376	3,549	1,173	748	1,441	919	1,526	3,937	1,741	4,491
10 PM	947	545	1,019	586	1,010	1,579	1,076	1,683	858	494	1,053	606	1,194	1,867	1,362	2,130
11 PM	675	313	726	337	932	816	993	870	611	284	751	349	1,102	965	1,257	1,101
Total	38,909	36,840	41,856	39,632	46,220	54,072	49,262	57,634	35,236	33,363	43,291	40,986	54,646	63,934	62,344	72,937

NOTES:
EB = Eastbound
WB = Westbound
vph = vehicles per hour
Volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)
^Developed by AKRF, based on 2009-2018 AADT and ATR data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.

Table 4
Hourly Traffic Volume-to-Capacity Ratio Projections

	AKRF Traffic Volume Projection V/C								Bay Crossing Study Purpose and Need Assessment (2019) V/C							
	Weekday				Summer Weekend				Weekday				Summer Weekend			
	2018 Actual		2040		2018 Actual		2040		2017		2040		2017		2040	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12 AM	0.07	0.04	0.08	0.05	0.14	0.17	0.15	0.18	0.06	0.04	0.08	0.05	0.17	0.20	0.20	0.23
1 AM	0.06	0.04	0.06	0.04	0.11	0.12	0.11	0.13	0.05	0.03	0.06	0.04	0.12	0.14	0.14	0.16
2 AM	0.04	0.04	0.05	0.04	0.06	0.08	0.06	0.08	0.04	0.04	0.05	0.04	0.07	0.09	0.08	0.10
3 AM	0.05	0.07	0.05	0.07	0.07	0.06	0.07	0.07	0.04	0.06	0.05	0.07	0.08	0.08	0.09	0.09
4 AM	0.07	0.18	0.08	0.20	0.08	0.08	0.09	0.09	0.06	0.17	0.08	0.20	0.10	0.10	0.11	0.11
5 AM	0.13	0.48	0.14	0.52	0.17	0.13	0.18	0.14	0.12	0.44	0.14	0.53	0.20	0.16	0.23	0.18
6 AM	0.26	0.74	0.28	0.80	0.36	0.21	0.38	0.22	0.24	0.67	0.29	0.82	0.42	0.25	0.48	0.28
7 AM	0.39	0.85	0.42	0.91	0.69	0.31	0.74	0.33	0.35	0.77	0.43	0.94	0.82	0.36	0.93	0.42
8 AM	0.43	0.72	0.46	0.78	0.86	0.49	0.91	0.52	0.39	0.66	0.48	0.81	1.01	0.57	1.16	0.65
9 AM	0.45	0.60	0.48	0.65	0.85	0.69	0.91	0.73	0.41	0.55	0.50	0.67	1.01	0.81	1.15	0.93
10 AM	0.53	0.53	0.57	0.57	0.79	0.82	0.84	0.88	0.48	0.48	0.59	0.59	0.94	0.97	1.07	1.11
11 AM	0.58	0.52	0.63	0.56	0.84	0.92	0.89	0.98	0.53	0.47	0.65	0.58	0.99	1.09	1.13	1.25
12 PM	0.58	0.52	0.63	0.56	0.72	1.05	0.76	1.12	0.53	0.48	0.65	0.58	0.85	1.24	0.97	1.42
1 PM	0.60	0.53	0.64	0.57	0.76	1.01	0.81	1.08	0.54	0.48	0.67	0.59	0.90	1.19	1.03	1.36
2 PM	0.66	0.55	0.71	0.59	0.76	0.94	0.81	1.00	0.60	0.49	0.73	0.61	0.90	1.11	1.02	1.27
3 PM	0.86	0.54	0.92	0.58	0.87	0.88	0.92	0.94	0.78	0.49	0.95	0.60	1.03	1.04	1.17	1.18
4 PM	0.98	0.53	1.06	0.57	0.88	0.86	0.94	0.92	0.89	0.48	1.09	0.59	1.05	1.02	1.19	1.16
5 PM	0.94	0.51	1.01	0.55	0.74	0.89	0.79	0.95	0.85	0.46	1.05	0.57	0.87	1.05	1.00	1.20
6 PM	0.80	0.42	0.86	0.46	0.63	0.92	0.67	0.98	0.72	0.38	0.89	0.47	0.74	1.09	0.85	1.24
7 PM	0.54	0.33	0.58	0.35	0.52	0.87	0.56	0.93	0.49	0.30	0.60	0.36	0.62	1.03	0.71	1.18
8 PM	0.45	0.26	0.49	0.28	0.42	0.90	0.45	0.96	0.41	0.24	0.51	0.29	0.50	1.07	0.57	1.22
9 PM	0.34	0.21	0.37	0.23	0.34	0.85	0.36	0.91	0.31	0.19	0.38	0.24	0.40	1.01	0.46	1.15
10 PM	0.25	0.14	0.27	0.15	0.27	0.40	0.28	0.43	0.23	0.13	0.28	0.16	0.31	0.48	0.36	0.55
11 PM	0.18	0.08	0.19	0.09	0.25	0.21	0.26	0.22	0.16	0.07	0.20	0.09	0.29	0.25	0.33	0.28

NOTES:
EB = Eastbound
WB = Westbound
V/C = Volume to Capacity Ratio
V/C ratio exceeds 1.00, indicating that the projected volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)

Subsequently, for the 2040 summer weekend volume projections, the AKRF estimates indicate that capacity on the Chesapeake Bay Bridge would be exceeded for 12 percent of the day, compared to 58 percent of the day according to the Purpose and Need Assessment traffic volume projections, shown in **Figure 8** and **Figure 9**.

Figure 8
AKRF Volume Projections – 2040 Summer Weekend– Chesapeake Bay Bridge Capacity

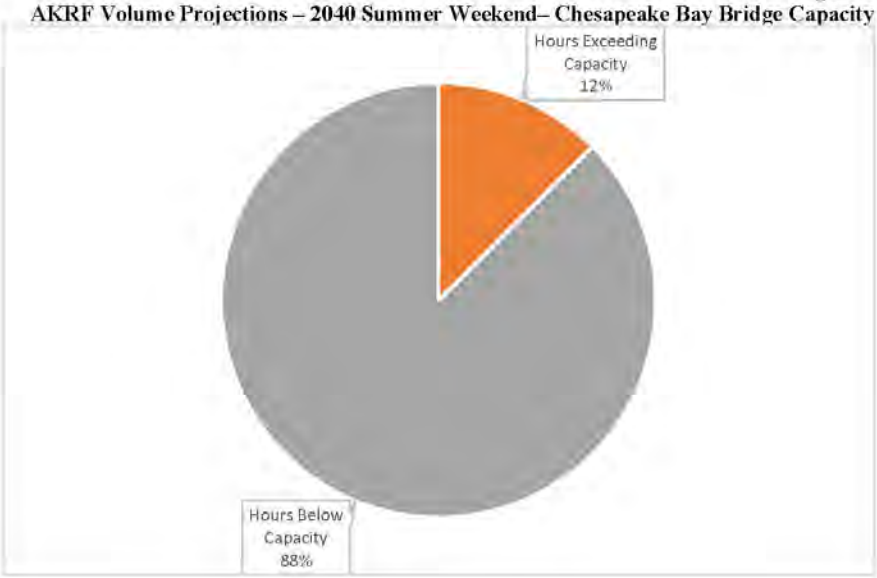
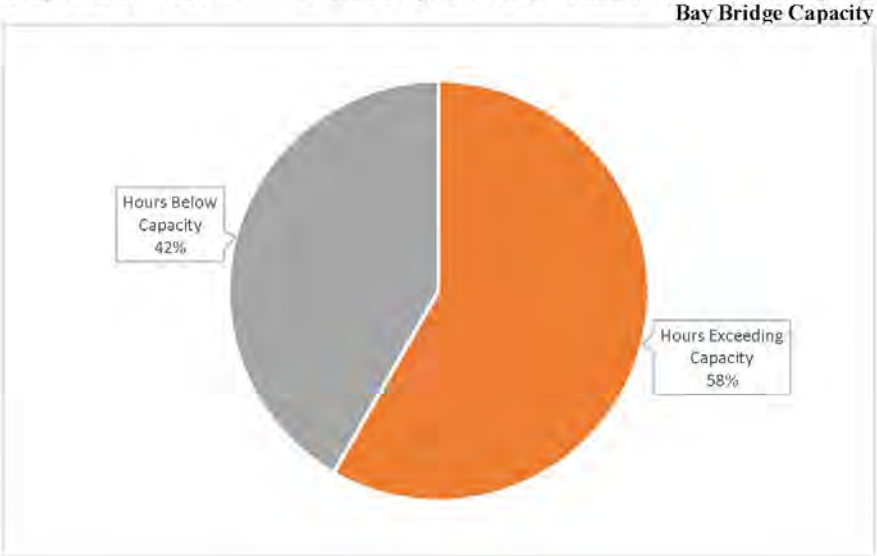


Figure 9
Purpose and Need Assessment Volume Projections – 2040 Summer Weekend– Chesapeake Bay Bridge Capacity



APPENDIX 2
TELECOMMUTING

TELECOMMUTING AND WORKING FROM HOME

According to Figure 3 in the Purpose and Need Assessment, approximately 49 percent of non-summer weekday westbound Chesapeake Bay Bridge traffic originates in Queen Anne's County, while 41 percent is destined for Anne Arundel County; approximately 44 percent of non-summer weekday eastbound bridge traffic originates in Anne Arundel County, while 47 percent is destined for Queen Anne's County. This is an indication that on a typical non-summer weekday, a significant portion of bridge traffic is "local" and likely made up of work-related trips. Many types of work-related trips have the potential to be replaced by telecommuting, as is being proven during the COVID-19 pandemic. Below, research on telecommuting worker population statistics as reported by Census data are presented.

Even if the population of Queen Anne's County, Anne Arundel County, and the surrounding region was assumed to grow at a faster rate than it did over the past 20 years, the corresponding effect on traffic volumes could be partially offset by a substantial rise in telecommuting. The ability for workers, particularly those employed in professional services industries, to tele-commute has already had a modest effect in limiting the growth in commuting by car in Queen Anne's County, Anne Arundel County, and the surrounding region. From 2000 to 2016, the workforce of Queen Anne's County and Anne Arundel County increased by 20 percent and 15 percent, respectively. The workforce of the Washington D.C. and Baltimore metropolitan regions increased by 24 percent and 12 percent, respectively. In comparison, the growth in the number of commuters traveling by car to work over this period was more modest, as shown in **Table 2**.

Table 2
Comparison of Growth in Telecommuting and Car Commuting in Region

	2000	2010	2016	Percent Growth 2000-2016
Workers Telecommuting				
Queen Anne's County	1,150	1,580	1,800	57%
Anne Arundel County	8,765	10,593	14,500	65%
Washington DC Metropolitan Area	93,460	127,540	163,855	75%
Baltimore Metropolitan Area	38,590	48,605	60,060	56%
Workers Commuting By Car				
Queen Anne's County	18,950	21,095	22,135	17%
Anne Arundel County	232,780	242,510	257,315	11%
Washington DC Metropolitan Area	2.18 million	2.36 million	2.52 million	15%
Baltimore Metropolitan Area	1.06 million	1.13 million	1.17 million	10%
Total Workforce				
Queen Anne's County	20,850	23,590	25,060	20%
Anne Arundel County	255,860	270,361	293,520	15%
Washington DC Metropolitan Area	2.67 million	3.04 million	3.32 million	24%
Baltimore Metropolitan Area	1.22 million	1.32 million	1.38 million	12%
Source: U.S. Census Bureau - 2000 Census, 2006-10 and 2012-16 American Community Survey				

As shown in the above table, the greater increase in telecommuter workforce from 2000 to 2016 (57 percent) in Queen Anne's County compared to total workforce growth over the same period (20 percent) means that telecommuting worker growth is outpacing total workforce growth at a rate of almost 3 to 1. The increasing percentage of telecommuters to total workforce (7 percent in 2016 compared to 5 percent in 2000) also shows that telecommuting is on the rise. In Anne Arundel County, the telecommuter workforce grew at an even faster rate from 2000 to 2016 (65 percent), compared to total workforce growth over the same period (15 percent). The telecommuter worker growth in Anne Arundel County outpaced total workforce growth at a rate of 5 to 1. Similar trends of substantial growth in telecommuting relative to growth in commuting by car and growth in the total workforce were also pertinent to the wider region, in both the Baltimore and Washington D.C. metropolitan areas, indicating that this trend was not exclusive to the counties on either end of the Chesapeake Bay Bridge.

The COVID-19 pandemic has permanently changed employers' and employees' attitudes about telecommuting, as evidenced by polls. A poll conducted by Gallup found that in April 2020, a maximum of 63 percent of the surveyed American workforce worked from home due to the pandemic. Due to the COVID-19 pandemic, a growing number of the workforce, particularly those employed in professional services industries, are becoming increasingly accustomed to working from home, and may choose to continue to do so going forward, instead of commuting to work. The Gallup poll also found that approximately 49 percent of respondents would prefer to continue to work from home, and 59 percent of respondents would prefer to work remotely as much as possible rather than return to work at the office. Additionally, research has shown that the implementation of travel demand programs, such as incentivizing workers to telecommute, has had a statistically significant effect on reducing the likelihood that the worker commutes by driving alone.

As shown in the trends from 2000 to 2016, while this potential sustained growth in telecommuting may not necessarily mean that traffic volumes would remain steady over the long term in Queen Anne's County, Anne Arundel County, and the surrounding region, it could help offset the effects of population growth in the region on traffic volumes, as it would reduce the share of the workforce that drives to work.

APPLICATION OF TELECOMMUTING

Based on the telecommuting trends in the surrounding region described above, AKRF traffic volume projections were developed for the year 2040, in a scenario where telecommuters in the Baltimore-Washington region would consist of approximately 10 percent of the workforce by 2040, compared to 5 percent in 2016. This scenario assumes that due to advances in technology and changes in workplace policies and individual preferences, telecommuting will continue to grow to a level where it would be adopted by a growing share of the workforce. While the COVID-19 pandemic in 2020 may have accelerated this trend, with potentially more than 10 percent of the workforce choosing or being required to telecommute, this scenario conservatively assumes that trend to be short-term and temporary in nature due to an external shock, and would eventually return closer to the pre-pandemic telecommuting rate. The doubling of the share of the workforce choosing to telecommute in the Baltimore-Washington region from 2016 to 2040 is assumed to be influenced more by longer term external forces such as improved access to high-speed internet and broadband infrastructure and other technological advances that allow on-site work to be conducted remotely, and changing societal norms and workplace

policies that are more receptive toward remote work. The methodology for applying this scenario to the traffic volume projections is described in detail below.

METHODOLOGY

- As shown in **Table 3** below, the share of telecommuters in the Baltimore-Washington D.C. region grew by about 3 percent per year from 2010 to 2016. In comparison, the share of workers commuting by car in the region declined by about 0.3 percent per year from 2010 to 2016.
- Two-way weekday traffic volumes on the Chesapeake Bay Bridge over the same period from 2010 to 2016 were compared to this growth in telecommuting in the region. Based on weekday annual average daily traffic (AADT) data from the Maryland Department of Transportation, two-way traffic volumes on the Chesapeake Bay Bridge totaled 74,362 in 2010. In 2016, two-way traffic volumes totaled 75,454. From 2010 to 2016, the weekday daily traffic volumes on the bridge increased by approximately 180 vehicles per year.
- From 2016 to 2040, the traffic volume projections developed in **Table 1** already account for continuous growth in telecommuters among the workforce, albeit at a similar rate (3 percent) as what was observed from 2010 to 2016.
- As mentioned previously, the growth in telecommuting in the workforce is not assumed to be inversely proportional to the actual traffic volume on the Chesapeake Bay Bridge. While the COVID-19 pandemic resulted in declines in traffic volume due to a widespread adoption of remote work, this is not considered to be reflective of typical patterns and long-term trends, and is treated as a temporary condition due to an external shock. Under steady-state conditions, traffic volumes are expected to grow, even with the increase in telecommuting, as the population of the region increases. As shown in **Table 2**, although the number of telecommuters in the region increased substantially from 2000 to 2016, the number of car commuters also increased in raw numbers. However, as shown in **Table 3**, a greater share of the workforce chose to telecommute, while a smaller share of the workforce chose to commute by car.
- Therefore, for the purposes of applying the 10 percent telecommuting share scenario to the traffic volume projections, the growth in telecommuting was assumed to be inversely proportional to the growth in the traffic volume on the Chesapeake Bay Bridge, rather than the traffic volume itself.
- Assuming that the number of telecommuters in the Baltimore-Washington D.C. region would increase from 5 percent of the workforce in 2016 to 10 percent of the workforce in 2040, that would translate to an annual growth rate in the telecommuting share of 4.5 percent per year, which would be compared to the growth rate of 3 percent per year from 2010 to 2016. Therefore, this scenario assumes that due to technological advances and changing societal norms, the rate of growth in telecommuting in the region would accelerate from 2016 to 2040.
- Assuming that the annual rate of growth in the share of telecommuters in the workforce is inversely proportional to the annual growth in traffic volumes on the Chesapeake Bay Bridge, the annual increase of 180 vehicles per weekday on the Chesapeake Bay Bridge from 2010 to 2016 was multiplied by the ratio in the telecommuting growth rate to arrive at an annual increase of 120 vehicles per weekday from 2016 to 2040, as shown in the calculation below:

(Increase of **180** vehicles per weekday on bridge from 2010 to 2016)

x

[(**3 percent** annual growth rate in telecommuting from 2010 to 2016)
/
(projected **4.5 percent** annual growth rate in telecommuting from 2016 to 2040)]

=

(Increase of **120** vehicles per weekday on bridge from 2016 to 2040)

Table 3
Share of Workforce in Telecommuting and Car Commuting in Region

	2010	2016	Annual Growth 2010-2016
Workers Telecommuting (% of Total Workforce)			
Baltimore and Washington DC Metropolitan Areas (combined)	4.0%	4.8%	3.0%
Queen Anne's County	6.7%	7.2%	1.2%
Anne Arundel County	3.9%	4.9%	4.3%
Washington DC-Arlington-Alexandria Metropolitan Statistical Area	4.2%	4.9%	2.8%
Baltimore-Columbia-Towson Metropolitan Statistical Area	3.7%	4.4%	3.2%
Workers Commuting By Car (% of Total Workforce)			
Baltimore and Washington DC Metropolitan Areas (combined)	80.1%	78.6%	-0.3%
Queen Anne's County	89.4%	88.3%	-0.2%
Anne Arundel County	89.7%	87.7%	-0.4%
Washington DC-Arlington-Alexandria Metropolitan Statistical Area	77.5%	76.0%	-0.3%
Baltimore-Columbia-Towson Metropolitan Statistical Area	85.9%	85.0%	-0.2%
Source: U.S. Census Bureau - 2000 Census, 2006-10 and 2012-16 American Community Survey			

2040 TRAFFIC VOLUME PROJECTION

After applying the annual increase of 120 vehicles per weekday from 2016 to 2040 to the 2016 traffic volume of 75,454 and the 24 year-period from 2016 to 2040, the estimated 2040 traffic volume would be approximately 78,300. Therefore, if the percent of the region's workforce that choose to telecommute increases from 5 percent today to 10 percent in 2040, weekday traffic volumes on the Chesapeake Bay Bridge according to AKRF projections would increase by approximately 4 percent from 2016 to 2040. If the share of the workforce that telecommutes were to grow at a steady rate (similar to that of the past decade) from 2016 to 2040, and not at the forecasted accelerated rate in the AKRF scenario, the 2040 projected traffic volume would be approximately 81,500, and a 2016 to 2040 traffic volume increase of 8 percent. Both these forecasted traffic volume growth rates are well below the Purpose and Need Assessment forecasted traffic volume growth rate of 23 percent from 2017 to 2040, as shown in **Table 4**.

Table 4

Comparison of Chesapeake Bay Bridge Traffic Volume Projections

	AKRF Traffic Volume Projection with Accelerated Growth in Telecommuting**			AKRF Traffic Volume Projection*			Bay Crossing Study Purpose and Need Assessment (2019)		
	2018	2040	%Growth	2018 Actual	2040	%Growth	2017	2040	%Growth
Weekday	75,454	78,339	4%	75,750	81,487	8%	68,598	84,276	23%

NOTES:
*Developed by AKRF, based on 2009-2018 AADT data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.
**Developed by AKRF, based on 2009-2018 AADT data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge and Reverse Journey-to-Work (RJTW) census data from the 2006-10 and 2012-16 American Community Survey for the Baltimore and Washington D.C. Metropolitan Statistical Areas.

APPENDIX 3
CASHLESS TOLLING

ALL ELECTRONIC TOLLING, AKA "CASHLESS TOLLING"

The Chesapeake Bay Crossing Study Purpose and Need Assessment conducted transportation analyses for travel time, level of service, and planning time index using an existing condition representing an eastbound 11-lane toll plaza with a combination of manual and electronic toll lanes. The analyzed conditions do not represent the current condition of the Chesapeake Bay Bridge with All electronic toll (AET), resulting in a potential overestimation of the future transportation conditions and the need for additional capacity on the Chesapeake Bay Bridge. AET collection was fully implemented at the Chesapeake Bay Bridge (US 50/301) corridor in early May 2020, during the COVID-19 pandemic and ahead of scheduled implementation in summer 2020. The former 11-lane toll plaza was demolished to install the transponder and video identification system. The system implemented on the Chesapeake Bay Bridge uses toll transponders to charge drivers when possible and video technology to identify and bill vehicles without toll transponders; this form of tolling is also known as cashless or open-road tolling.

AET CAPACITY AND BENEFITS

Prior to the implementation of AET, a combination of manual and electronic toll collection lanes were utilized for toll collection at the bridge. According to the Tri-State Transportation Campaign May 2004 report on open-road tolling, *The Open Road*, mixed manual and electronic collection lanes will process approximately 700 vehicles per hour (vph), electronic tolling lanes in a traditional toll plaza will process approximately 1,200 vph, and open-road rolling processes 1,800 vehicles per hour. The conversion of the Chesapeake Bay Bridge to AET would reduce the toll plaza bottleneck and increase roadway capacity, resulting in improved travel speeds and times at the bridge. Because the stop-and-go traffic at the toll plaza and weaving movements between toll lanes would be all but eliminated, the potential for crashes would also be greatly reduced, according to *Toll Collection Technology and Best Practices* by the Center for Transportation Research at The University of Texas at Austin, January 2007.

In fall 2016, the Massachusetts Department of Transportation implemented all electronic tolling on the Massachusetts Turnpike (I-90), which connects western Massachusetts and the western Boston suburbs with downtown Boston. The *All Electronic Tolling 6-Month Progress Report* published in May 2017 indicated that a comparison of January 2016 pre-AET and January 2017 post-AET resulted in up to 11 minutes of travel time savings per vehicle during the morning rush hour. Similar findings were also determined for February 2016 and February 2017. The Massachusetts Department of Transportation observed reduced congestion and increased safety as a result of AET implementation.

APPLICATION OF ALL ELECTRONIC TOLLING

The January 2014 *AET Conversion and Prioritization Study* for the Maryland Transportation Authority studied the potential conversion of various tolled facilities under the jurisdiction of the Maryland Transportation Authority. The report stated that with the implementation of AET, average peak travel times at the Chesapeake Bay Bridge would decrease by 70 percent, average peak queue lengths would decrease by 80 percent, and maximum peak queue lengths would decrease by 72 percent on a summer Friday, according to VISSIM microsimulation model results. Other Maryland Transportation Authority facilities were projected to see a reduction of 10 to 29 percent in weekday average peak travel times and a reduction of 8 to 83 percent in weekday average peak delays.
The Chesapeake Bay Crossing Purpose and Need Assessment states that the vehicle queues are projected to increase from four miles in 2017 to 13 miles in 2040 for a summer weekend and from one mile to five miles for an average weekday evening, in the eastbound direction.

Applying the peak queue lengths reductions for a summer Friday and an average weekday evening presented in the *AET Conversion and Prioritization Study*, the 2040 vehicle queues could be reduced to 2.6 miles during a summer weekend peak period and 1.5 miles during an average weekday evening, shown in **Table 1**.

Table 1
Bay Bridge Eastbound Projected Queues – All Electronic Tolling

Scenario	Weekday Queue (miles)	Summer Weekend Queue* (miles)
Existing[1]	1	4
Future 2040[1]	5	13
Future 2040 with AET	1.5	2.6
NOTES: *Weekend also includes Friday		
SOURCES: [1]Chesapeake Bay Crossing Study Purpose and Need Assessment		

APPENDIX 4
CONGESTION PRICING

VARIABLE TOLLS AKA "CONGESTION PRICING"

Variable tolling, a form of congestion pricing, is a congestion management strategy intended to reduce peak hour travel by encouraging drivers to use alternative modes of transportation or travel during off-peak periods, reducing roadway demand during critical peak periods. Variable tolling is an appropriate countermeasure to reduce congestion on bridge crossings such as the Chesapeake Bay Bridge, since the bridge currently experiences peak directional traffic flows, a portion of which are discretionary and can be made at other times than the extreme peak periods. Variable tolling has incentivized a portion of motorists to travel during off-peak times, making variable tolling an effective tool in managing congestion during peak times.

CASE STUDIES

Port Authority of New York and New Jersey Crossings

The Port Authority of New York and New Jersey (PANYNJ) has a variable tolling plan for all bridge and tunnel crossings between New York and New Jersey, with discounted tolls during off-peak hours. Variable tolling at PANYNJ facilities has been in place since March 2001, and was studied by the New Jersey Department of Transportation (NJDOT) in connection with Rensselaer Polytechnic Institute, Rutgers University, and FHWA. The 2005 study found the implementation of variable tolling resulted in a reduction of weekday peak period traffic by between 0.06 and 6.78 percent at various PANYNJ crossings. This supporting the findings of a separate study by Mark Muriello, et al. in the Transportation Research Record that peak period traffic declined by 5.7 percent at PANYNJ crossings. A reduction of 0.28 to 2.50 percent in weekend peak period traffic was also observed at PANYNJ crossings. Overall, the study found that variable tolling led to a decrease in peak period traffic during weekdays and weekends.

New Jersey Turnpike (I-95)

Similar to the PANYNJ, the New Jersey Turnpike Authority has a variable tolling plan along the New Jersey Turnpike (I-95) by time of day with discounted off-peak tolls, which was introduced in September 2000. A study was conducted by the NJDOT in connection with Rensselaer Polytechnic Institute, Rutgers University, New Jersey Turnpike Authority, and FHWA that evaluated the impacts of variable tolling along the New Jersey Turnpike. The study compared the traffic conditions of October 1998 to June 2001 for an evaluation of the first phase of variable tolling. During the first phase, traffic volumes increased along the New Jersey Turnpike by an overall 4.81 percent increase in traffic demand. The percent share of morning and evening peak hour traffic decreased by 1.7 percent and 3.7 percent, respectively, whereas the percent share of off-peak traffic increased by 1.1 percent. Traffic volumes increased at a lower rate during the peak period at 6.27 percent during the morning peak period and 4.17 percent during the evening peak period, compared to an increase of 9.4 percent during the off-peak period.

Highway 407, Ontario, Canada

The Ontario Ministry of Transportation Highway 407 Express Toll Route utilizes variable tolling by time of day and by season. A study conducted by the Canadian Centre for Economic Analysis found that traffic speeds along Highway 407 consistently exceed that of alternate routes, with 85 percent of vehicles traveling at or over 100 kilometers per hour during peak hours at free-flow conditions. This results in a travel time savings of 52 percent during morning peak hours and 65 percent during evening peak hours, resulting in a cumulative time savings of 30.4 million hours per year.

APPLICATION OF VARIABLE TOLLING

The variable tolling case studies show that peak hour traffic operational improvements in travel times and reduction in traffic volumes can be expected after the implementation of a variable tolling system. Based on the PANYNJ study by NJDOT, traffic could potentially be reduced by up to 6.78 percent during a weekday peak period or 2.50 percent during a weekend peak period on the Chesapeake Bay Bridge if variable tolling is implemented, shown in **Table 1.**

Table 1

Variable Tolling Volume Projection

Time Period	Hourly Traffic Volume Projection (vehicles per hour)				
	Without Variable Tolling[1]			With Variable Tolling	
	2018 Actual	2040	%Growth	2040	%Growth
Weekday – Westbound AM	3,305	3,555	7.6	3,314	0.3
Weekday – Eastbound AM	1,468	1,580	7.6	1,473	0.3
Summer Weekend – Eastbound	3,362	3,584	6.6	3,494	3.9
Summer Weekend – Westbound	4,098	4,368	6.6	4,259	3.9

SOURCES:
[1] Based on traffic growth rates developed by AKRF, based on 2001-2019 ATR counts and 2009-2018 AADT data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.

Since there are few alternative mode choices for the Chesapeake Bay Bridge other than taking owned, rented, or for-hire private passenger vehicles, it is conservatively assumed that variable tolling would not noticeably reduce overall annual growth if used as a congestion management measure by itself, since the same number of vehicular trips would make the journey with variable tolls in place, but at different times of day or days of the same week.

APPENDIX 5
MANAGED LANES

MANAGED LANES

Managed lanes are a congestion management strategy that involves the application of lane use restrictions or lane tolls to increase the efficiency of a highway facility. A managed lane employs the use of pricing, vehicle eligibility, and/or access control to limit highway ingress and egress. Examples of managed lanes include high-occupancy vehicle (HOV) lanes, high-occupancy toll (HOT) lanes, express lanes, reversible lanes, and bus- or truck-exclusive lanes. The Chesapeake Bay Bridge currently uses a reversible lane as a managed lane strategy to redistribute roadway capacity from the westbound direction to the eastbound direction during peak periods. However, the lane is reversed using a fixed schedule and is not actively managed using real-time data.

CASE STUDIES

SR-91 Express Lanes, California

According to the Federal Highway Administration (FHWA) *Congestion Pricing: A Primer*, the benefits of managed lanes include improvement in transit service and ridership, increase in carpooling, and increased travel speeds to free-flow conditions. California's SR-91 tolled express lanes, which has variable tolling based on time-of-day and roadway congestion with no or discounted tolls for carpooled vehicles, a 40 percent increase in carpool was observed within three months of opening in 1995. Furthermore, peak period travel speeds in the express lanes remained close to free-flow at 60 to 65 miles per hour while speeds in the free lanes were less than 20 miles per hour.

State of California Department of Transportation District 7 (Los Angeles and Ventura Counties)

The State of California Department of Transportation (Caltrans) District 7 has 557 miles of managed lane facilities (as of 2016), including SR-91. The *2016 Managed Lane Annual Report* prepared by Caltrans District 7 shows that since 1992, the managed lane system has resulted in an increase of 86 percent of carpools on managed lanes from 1992 to 2016. Conversely, carpools on highways without managed lanes has decreased by 44 percent during the same time period. During a peak hour, an average Caltrans District 7 managed lane facility carries approximately 33 percent of the entire highway's traffic while utilizing 20 percent of the roadway space.

Atlanta Regional Managed Lane System

The Georgia Department of Transportation highway network includes 55 miles of express lanes and 74 miles of HOV lanes, for a total of 129 managed lanes as of 2017. The I-85 Express Lanes, which are dynamically priced HOT lanes, opened in 2011. Travel speeds in peak hour directions on the Express Lanes generally exceeded the general travel lanes by 8 to 15 miles per hour throughout all of 2016. The Atlanta Regional Managed Lane System Plan analyzed the impact of the proposed expansion of the managed lane system, and showed an 83 percent reduction in delay for future scenarios for managed lane users and an 8 percent system-wide reduction in vehicle delay for all highway users.

I-66 Express Lanes, Virginia

The 2019 I-66 Inside the Beltway Corridor Performance Report provides an initial evaluation of the impacts of managed lanes along the I-66 corridor, comparing 2015 and 2019 performance metrics. After implementation of express lane variable tolling, I-66 in Virginia experienced an increase of 1.2 percent in the number of people in morning rush hour traffic with a decrease of 2.7 percent in the associated number of vehicles, indicating a decrease in vehicle usage and increase in transit and HOV usage. Single-occupancy vehicle usage decreased by 1.7 percent,

resulting in an increase in HOV usage by 1.2 percent and increase in transit usage by 0.4 percent.

APPLICATION OF MANAGED LANES

Although these case studies of managed lanes have achieved varied operational results, they have shown at least moderate success in improving rush hour traffic conditions or by encouraging carpooling. The case studies showed that managed lanes, in particular HOV and HOT lanes, are successful in increasing the percentage of carpooled road users, by 40 percent on SR-91 in California within the first three months of implementation, by 86 percent over 14 years throughout Caltrans District 7, and by 1.2 percent in Virginia over 4 years. Travel speed on managed lanes, particularly on express lanes, exceed general travel lanes by up to 40 miles per hour in the case of SR-71 and by 8 to 15 miles per hour in the Atlanta Regional Managed Lane System.

Using the conservative and regionally comparable results of a managed lane study of I-66 in Virginia, the application of managed lanes at the Chesapeake Bay Bridge could result in a reduction of 2.7 percent of vehicles during weekdays or summer weekends during peak hours. On the Chesapeake Bay Bridge, depending on the managed lane strategies implemented, motorists during peak times could be incentivized to change their behavior to take fewer single-occupant vehicle trips, or change their behavior to shift their trip to an off-peak time when there are no managed lane restrictions, resulting in a 2.7 percent reduction in traffic, as shown in **Table 1**. Traffic volumes are presented in vehicles per hour (vph).

Table 1
Weekday Managed Lanes Volume Projection

	AKRF Weekday Hourly Traffic Volume Projection (vph)^					
	Without Actively Managed Lanes				With Actively Managed Lanes	
	2018 Actual		2040		2040	
Hour	EB	WB	EB	WB	EB	WB
7-8 AM	1,468	3,305	1,580	3,555	1,537	3,459
8-9 AM	1,629	2,823	1,752	3,037	1,705	2,955
4-5 PM	3,736	2,072	4,019	2,228	3,910	2,168
5-6 PM	3,582	1,986	3,854	2,137	3,750	2,079

NOTES:
EB = Eastbound
WB = Westbound
vph = vehicles per hour
Volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)
^Developed by AKRF, based on 2009-2018 AADT and ATR data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge.

Using the same assumptions, **Table 2** shows the effects on volume-to-capacity by direction for key peak hour periods.

Table 2
Weekday Managed Lanes Volume-to-Capacity Projection

Hour	AKRF Weekday Hourly V/C Projection					
	Without Actively Managed Lanes				With Actively Managed Lanes	
	2018 Actual		2040		2040	
	EB	WB	EB	WB	EB	WB
7-8 AM	0.39	0.85	0.42	0.91	0.40	0.91
8-9 AM	0.43	0.72	0.46	0.78	0.45	0.78
4-5 PM	0.98	0.53	1.06	0.57	1.03	0.57
5-6 PM	0.94	0.51	1.01	0.55	0.99	0.55

NOTES:
EB = Eastbound
WB = Westbound
V/C = Volume to Capacity Ratio
V/C ratio exceeds 1.00, indicating that the projected volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)

As shown in **Table 1** and **Table 2**, the application of managed lanes along the Chesapeake Bay Bridge could result in weekday peak hour traffic volume reductions, and potentially reducing the number of hours when 2040 projected weekday volumes exceed capacity (from two hours to one hour).

Table 3 and **Table 4** show the volume reduction and capacity improvements that may be incurred by applying the 2.7 percent peak hour traffic reduction to the summer weekday peak periods.

Table 3
Summer Weekend Managed Lanes Volume Projection

Hour	AKRF Summer Weekend Hourly Traffic Volume Projection (vph)^					
	Without Actively Managed Lanes				With Actively Managed Lanes	
	2018 Actual		2040		2040	
	EB	WB	EB	WB	EB	WB
12-1 PM	2,727	4,098	2,906	4,368	2,828	4,250
1-2 PM	2,888	3,942	3,078	4,201	2,995	4,088
2-3 PM	2,885	3,663	3,075	3,904	2,992	3,799
3-4 PM	3,295	3,423	3,512	3,648	3,417	3,550

NOTES:
EB = Eastbound
WB = Westbound
vph = vehicles per hour
Volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)
^Developed by AKRF, based on 2009-2018 AADT and ATR data available from the Maryland Department of Transportation for the Chesapeake Bay Bridge

Table 4

Summer Weekend Managed Lanes Volume-to-Capacity Projection

Hour	AKRF Summer Weekend Hourly V/C Projection					
	Without Actively Managed Lanes				With Actively Managed Lanes	
	2018 Actual		2040		2040	
	EB	WB	EB	WB	EB	WB
12-1 PM	0.72	1.08	0.76	1.15	0.74	1.12
1-2 PM	0.76	1.04	0.81	1.11	0.79	1.08
2-3 PM	0.76	0.96	0.81	1.03	0.79	1.00
3-4 PM	0.87	0.90	0.92	0.96	0.90	0.93

NOTES:
EB = Eastbound
WB = Westbound
V/C = Volume to Capacity Ratio
V/C ratio exceeds 1.00, indicating that the projected volume exceeds capacity (EB capacity: 3,800 vph, WB capacity: 3,900 vph)

As shown in **Table 3** and **Table 4**, the application of managed lanes along the Chesapeake Bay Bridge may also result in summer weekend peak hour traffic volume reductions, potentially reducing the number of hours when 2040 projected summer weekend volumes exceed capacity (from three hours to two hours).

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May 7, 2021

The Town of St. Michaels and its environs are unquestionably the essence of all that is special about Maryland's Eastern Shore. Our historic structures, old world charm, and abundant natural resources attract visitors from around the world. We offer guests and residents alike a unique and satisfying refuge. In the interest of preserving this treasure, and for many other reasons, we the Commissioners of St. Michaels urge MDTA to eliminate consideration of Corridor 8 for a new bay crossing.

Corridor 8 is the most costly and environmentally destructive of the three remaining options. At upwards of $15-billion-dollars it is twice as expensive as Corridors 6 and 7. Corridor 8 would also disturb and destroy more of our natural resources than the other two: 20,400 acres of open water, 6,500 acres of natural oyster bars, and 8,600 acres of forested land.

Corridor 8 crosses land just north of St. Michaels. It may be tempting to add an interchange there, but such access would be disastrous for St. Michaels. Since there's only one way in and one way out, our town struggles with traffic as is. Adding more traffic to access a bay crossing would bring us to a standstill.

We applaud the MDTA's selection of Corridor 7 as the Recommended Preferred Corridor Alternative, and encourage you to remain on that course.

Respectfully,

The Commissioners of St. Michaels
Joyce Harrod
Jaime Windon
Mike Bibb
Tad duPont
David Breimhurst

Another Corridor Crossing the Chesapeake Bay is needed NOW!

By: [redacted]

The current situation is thus: The existing twin spans crossing the Chesapeake Bay are the weakest link of the 50/301 corridor which joins the eastern and western shores. They also represent the greatest point of congestion on the corridor with three freeway lanes of traffic approaching from each direction and only five lanes available between both bridges. The eastbound bridge is two lanes wide with no shoulders with a climbing turn for parallel lanes. The westbound bridge is three lanes wide with no shoulders and is configured to regularly operate contraflow with the left most lane eastbound weekdays during peak hours. This involves a cumbersome manual transition with cones and barrels, and it presents a dangerous and nerve-wracking experience for drivers. Each lane on the bridges can only carry 75% of a freeway lane capacity of 2000 v/l/h. There are no provisions for either pedestrian or bicycle access. A recent structural analysis recommends methods to extend the structural integrity of both bridges and projects a finite lifespan beyond which both bridges will need to be replaced. The twin spans are often ranked as the scariest bridges to drive across in the United States.

The Purpose of the Bay Crossing Tier 1, NEPA Study is to consider corridors for providing additional capacity and access across the Chesapeake Bay to improve mobility, travel reliability, and safety **AT THE EXISTING BRIDGE"** in design year 2040. The "Purpose and Need Statement" for the Tier 1 NEPA study was not created in an open or inclusive manner that involved public discussion and input. As a result, a single MDTA metric, "which alternative gave the greatest relief to traffic on the existing Bay Bridge," was used to evaluate each alternate (corridor) bridge location. It is obvious that the closer the alternate bridge is to the existing Bay crossing the more traffic it will draw off. It is quite easy to select the two locations out of 14 candidates that are in closest proximity to the third location, the existing Bay Bridge. All three bridge locations are, in reality, only one corridor, Route 50/301.

While the term corridor is used extensively in the report, there is no analysis of any of the 14 "corridors" beyond projected traffic volume reductions on the existing Bay crossing on a daily and weekend basis. The existing Bay Bridge is not a corridor. It is merely the weakest link within the existing 50/301 Corridor. None of the other bridge locations consider the corridor beyond the connections to existing roads. This is essential in the most cursory of alternate corridor analyses.

The "Queuing Analysis" referenced in Chapters 3 and 4 of the Tier 1 DEIS report is inadequate and must be field verified. Estimating queue lengths is unacceptable when actual queue lengths can be measured. As a result, the relationship of queue length to Level of Service (LOS) yields false estimates of true LOS and congestion. This is particularly true of Summer weekend traffic.

The implications of newly created corridors must extend to embrace the O&D sources, outer nodes, and the resultant types of roadways needed to meet design year requirements. It must project growth opportunities on a comparative basis. Macro cost/benefit assessments should be a long-range element in planning something that will last 100 years. Innovative funding such as Public, Private Partnerships and Design Build Operate and Maintain (DBOM) beyond traditional MDTA tolls and State Bond Issues need to be part of the earliest analysis in Tier 1.

Under any scenario, we must concurrently plan and build for 2040-2065 traffic along the entire 50/301 Corridor. No other crossing will be available in 2040. The Bay Bridge is the weak link along the corridor. Modern bridge design affords freeway throughput capacity. As an example, the Narrows bridge connecting Kent Island to the Eastern Shore suffers no throughput reduction compared to a freeway lane's throughput.

Does the Tier 1 DEIS report represent a "Corridor Analysis" or more pointedly a Traffic Study of the existing Bay Crossing? If the latter, we very well might have all the justification we need to repair or replace the Chesapeake Bay Bridges. But we do not have even a minimal amount of knowledge to assess other corridor locations on their merits as well as their ability to drain off volumes from the existing Chesapeake Bay bridges on the 50/301 corridor.

In 2007 The Delaware Valley Regional Planning Commission (DVRPC) published a "Corridor Planning Guide." Many professionals believe this Guide to be the definitive work on corridor evaluation and analysis. It is based upon "best practices" from urban centers around the country. The Tier 1 Corridor Analysis fails to address almost all the critical elements defined in DVRPC's Guide.

Recommendation

The MDTA institute a pause sufficient in length to address and correct the issues presented above and not submit a Record of Decision until the **Purpose and Need** portion is extensively modified. Such modifications should include:

- Undertake a true detailed analysis of the 50/301 corridor as a major component of the Tier 1 NEPA study. Understand the ramifications of corridor modifications and potential widening upon local access roads.

- Create a Study Advisory Committee (SAC) more inclusive of critical stakeholders to provide oversight during the "pause" and for the remainder of the Tier 1 NEPA study.

- Initiate an IMMEDATE ACTION- SHORT RANGE TRAFFIC STUDY AND IMPLIMENTATION program to improve the vehicular flow and user safety for the Bay Bridge Crossing and the 50/301 Corridor between I-97 in Anne Arundel County and the 50/301 split in Queen Anne's County. This effort should focus on ITS technologies including dynamic whole system monitoring (not sampling), speed, queue management, lane control strategies, and ramp metering especially those ramps at the bridge approaches. Utilize Kent Island traffic operations on Route 50/301 leading to the Bay bridge as the testbed for the application of ITS technologies to maximize throughput such that Route 50/301 is the quickest way to the bridge rather than Route 18 currently used to bypass 50/301 congestion. Consider a ban on truck traffic (over 5 ton GVW) on Sundays during the Summer between the hours of 12 noon to 12 midnight.

- Approach the revised Purpose and Need statement from the perspective of three very distinct time frames. **First,** begin the Immediate Action Traffic Study noted above; **Second**, employ the essence of this DEIS to deal with the existing bridge capacity improvements needed for the design year 2040 -2065; **Third**, adopt a long-range view that embraces a continuing planning

function that tracks growth and mobility needs beyond 2040, where an additional Corridor crossing reflects a much more regional mobility solution.

- Recognize that the existing twin spans across the Chesapeake: are substandard both in design and safety considerations; are over capacity with extensive queues on an increasing number of weekdays and weekends; regularly operate with a dangerous contra-flow on the Westbound span during PM peak travel periods; bring grid-lock to Kent Island during Summer Sundays, have on-ramps right at the bridge approaches; and represent the only land access to hospital care for significant injuries and critical illnesses for Eastern Shore residents.

- Recognize the need to immediately begin the planning process to identify a new more southerly Corridor to serve the present and future mobility needs of the Region**. The completion of this second corridor and Bay crossing should precede modifications to or replacement of the existing twin spans.** Once there are two corridors across the Bay, they will serve to balance each other in times of heavy travel demand, maintenance schedules, accidents, and unplanned incidents.

- The existing twin spans have a finite and foreseeable lifespan. Techniques exist to extend their usable life but ultimately the associated costs, along with capacity and safety issues, will require replacement.

THIS IS A CALL TO ACTION: May 10, 2021 is the deadline for comments to the Maryland Transportation Authority. Call your State Representative or County Councilman talk to your neighbors, attend a public meeting. Get involved, this impacts YOU!

Spring 2021:

[redacted] *served as Executive Director for ARTMA, the Annapolis Regional Transportation Management Association from 2010 to2020.*

Chesapeake Bay Bridge Tier 1 Review Comments
April 21, 2021

Corridor 7 Issues:

- **Rt. 50 traffic capacity limitations as a feeder to existing bridge**
- **Rt. 50 lane limitations from I 97 to Gov. Ritchie Hwy**
- **Rt. 50 vulnerability to accident based road closures on both sides of the bridge**
- **Does not provide infrastructure base for population and economic expansion**
- **Rationale of "Put it in Annapolis since they are already use to the traffic" is absurd**
- **The Governor's comment that he would only support Corridor 7 should be ignored**

Corridor 6 & 8 Issues:

- **These corridors have no available land to build access roads**
- **The Bay width would require long bridge spans at high cost**

Corridor 12 & 13 Benefits:

- **Western shore access exists with Rts. 5, 4 & 2**
- **Provides alternate route to single thread bottleneck that Rt. 50 corridor exhibits**
- **Improves Eastern Shore access from Southern Maryland, DC and Northern Virginia thereby pulling traffic from Rt. 50 corridor**
- **Provides a more direct access to eastern shore beaches without transiting Easton and Cambridge**
- **Provides infrastructure base for economic expansion and population growth in both southern Maryland and the central DelMarVa peninsula**
- **Creates infrastructure for future I 95 bypass around the Baltimore Washington metropolitan traffic nightmare**
- **A bridge in this area would be spanning one of the narrowest stretches of the bay thereby reducing it's construction and maintenance costs**

Conclusion:

- **Current approach does not take into account traffic and roadway issues associated with a third span**
- **Current approach lacks vision for future growth in the state and seeks to replicate the issues created in northern Virginia, ie: Rt 66 corridor congestion**
- **Southern Maryland may oppose the growth but the state can't continue to cram it into central and northern Maryland!**

Submitted By: [redacted]

PURPOSE AND NEED RESCOPE *(2065: 165K=114K+55K)* [redacted] 4/22/21

Build Year	Currrent Corridor Phase (Existing RoW)	50/301 access (@2000 v/h)	Bridge Lanes (@1500 v/h)	Contra-Flow	Direcional Flow(Hr Max)	ES US 50/301 WB Feed	SevernBr/MD2 WB Feed	WS Severn EB Feed
	Existing	3x3 6000	3x2	1	3x1500= 4500	(2x2)+(2x2)	**(3x3)**+(3x3)	
2022+	Now (MDTA Reduces lane widths Gain 1 or 2 lanes)	3x3 6000	(3+1)x(2+1)	1	4x1500= 6000	(2x2)+(2x2)	**(3x3)**+(3x3) 6000	
	MAXIMIZE EXISTING ASSETS							
2040+	Tomorrow NEPA Lt (+3 Bridge Lanes)	3x3 6000	3x2x3	0	5x1500= 7500	(2x2)+(3x3)? 9000±	**(4x4)**+(4x4) ≤8000	≤8000
2040+	Tomorrow NEPA Med (SHA +1 HOTs/+5 Brdg Lanes)	3+1+3 8000	3x2x5	0	6x1500= 9000	(2x2)+(3x3)? 9000±	**(4x4)**+(4x4) ≤8000	≤8000
2040+	Tomorrow NEPA Hvy (SHA +2 HOTs/+5 Brdg Lanes)	3+2+3 10000	3x2x5	0	7x1500= 10500	(2x2)+(3x3)? 9000±	**(4x4)**+(4x4) ≤8000	≤8000

NB: 5 lanes of WB summer traffic merging w/ MD 2 will overwhelm Severn River Bridge
Severn River crossing will be the major east-west summer capacity/congesgtion problem!

2065+ **Future**: 1. Looks like use of MD 4 & MD 5 out of Cambridge is the ONLY viable option to pull Virginia traffic
2. Many places, summer traffic congestion is "dealt with" and does not drive capacity. Counter example!!
3. Constraining study to MDTA funding implicitly defeats regional "corridor" context - maybe?
4. Postulate NOW enhancements as MDTA bridge maintenance outside of study
5. Review/confirm capacity needs/limits on MD-2 and US 50/301 central artery at Severn River Bridge
6. Need an Eastern Inter-county connector study ASAP -- part of MDTA
7. Deem that US 50/301 out to Queenstown is the Eastern Inter-County Connector and so "capicitize"
**** Looks like an Eastern ICC Study is needed during the "Pause": how does MDOT play: Dave to run it!

STRATEGIC DECISION: WHICH GETS FUNDED FIRST? MORE 50/301 RoW CAPACITY OR A NEW CORRIDOR?

DEIS TESTIMONY

FROM [redacted]

TRANSPORTATION DIRECTOR, BROADNECK COUNCIL OF COMMUNITIES

April 21, 2021

THE TIER 1 DEIS REPORT AND PROCESS PROVIDES INSUFFICIENT INFORMATION FOR ANNE ARUNDEL COUNTY, ITS ENVIRONS INCLUDING THE 48,000 RESIDENTS OF THE BROADNECK PENINSULA. THEREFORE A CORRIDOR SELECTION FEIS AND ROD CANNOT AND SHOULD NOT BE MADE UNTIL THE FOLLOWING DEFICIENCIES BELOW ARE CORRECTED AND PROVIDED IN A REVISED DEIS.

REASONS FOR HALTING THE NEPA DEIS CORRIDOR SELECTION

1. EXCLUSION: The County was not included as a major stakeholder in the DEIS decision making process. They must be included as a voting voice in creating a revised DEIS.

2. NO EXPLANATION: What is the purpose of the new bridge? i.e., a replacement for the existing structures, demolishing the old structure, or will it be an additional parallel structure in the selected corridor. This very basic issue impacts the approach and departing roadways, support infrastructure and approximate amount of land takes required. A corridor selection must not be made until this is presented.

3. HOW MANY LANES: What number of lanes will be required to meet the demands of 2040-2065 traffic volume? This should include supplemental lanes as well, i.e., HOV/HOT lanes, pedestrian/bicycle/truck lanes, and safety shoulders. While MDTA has indicated this will be determined in Tier 2, it's critical that we have an estimate now. It impacts the number and placement of the approach roads, and therefore, the viability and selection of the final corridor.

4. NO APPROACH ROAD DETAILS: Roadway configuration and space requirements for the number of expansion lanes on the Route 50/301 corridor from Rt. 97 to the Rt. 50/301 split in Queenstown. We need the information for 3 and 4 and 5 as this is critical in the corridor selection. Otherwise the selection is putting the "cart before the horse."

5. NO LOCAL ROAD DETAILS: The space and Configuration of the local access and service roads is not presented. This includes East and West College Parkway, Whitehall Road, Severn River Bridge, and the intersecting feeder roads from 2 to 4 lanes, or 4 lanes to 6 or more, including West College Parkway, Route 2 North, Route 2 South, St Margaret's and other roadways. This information must be integrated into the corridor selection process. This can't be ignored before the corridor decision is made.

6. PURPOSE AND NEED TOO LIMITED TO MEET NEPA REQUIREMENTS; Revise & expand basic objectives contained in the Purpose and Need in the DEIS from a primarily TRAFFIC-ONLY consideration ("*Does this corridor (Alternatives 1 thru 14) cause volumes at the existing Bay Bridge in 2040 to drop below existing volumes*") to broader QUALITY-OF-LIFE benefits for the greater Chesapeake Region. To include: redundancy & mobility alternatives, enhancing less congested corridors, alternatives for future highway expansion, regional economic growth, expanded commerce, industry & tourist trade, and more direct routing to Eastern Shore destinations.. There must be a balance between traffic mitigation issues and the broader regional issues described above in a revised Purpose and Need. A corridor selection must not be made until this key major DEIS element is corrected.

7. CREATE AN EXPANDED PURPOSE AND NEED DRIVEN ALTERNATIVE changing the emphasis of the Purpose and Need will bring forth a broader range of alternatives from which a truly needed second or Alternate Bay Crossing should emerge.

8. BENEFITS MISSING: A comprehensive review of the benefits or negative issues, i.e., advantages and disadvantages that another Bay Crossing will bring to the region and the state must be presented. This is a look ahead to the next 40 to 70 years to the impacts a new bridge in another location will have on desired development of the Eastern and Western Shores' commerce, tourism, farm to market economy, crab and oyster industry, etc. The question is WHERE WILL THE MULTI BILLION DOLLAR INVESTMENT GET THE MOST OVERALL BANG FOR THE BUCK. This should be built on the last 50 years of benefits the existing bridge has created to the Eastern and Western Shores and the state. This requires more than a traffic study and should involve the State Department of Planning, county planning departments and related stakeholders. This should precede the development of the Purpose and Need and selection of a new second corridor crossing.

9. LACK OF TRUE CORRIDOR ANALYSIS: in the DEIS report there actually is no analysis of any of the 14 corridors beyond projected traffic volume reductions on the existing Bay Crossings. The existing Bay Bridge is not a corridor. It is the weakest link within the 50/301 Corridor. A true corridor analysis can be used for corridor comparisons and should include origin and destination data, the connection of key generator nodes, roadway connections to meet design year requirements, projected growth opportunities and development impacts both good and bad.

10. WILL THERE BE A "NEW NORMAL" A consideration of a potential "New Normal" as a result pf the COVID-19 must be considered in the selection of a final corridor for the expensive Tier 2 analysis. It will be some time before we know if travel volumes and travel patterns will be permanently impacted or if this is but a "blip" in a long history of increasing and compounding traffic volumes on the Route 50/301 corridor. This consideration alone should delay the selection of a Tier 2 corridor selection and analysis until there is a better understanding of the impacts of the pandemic.

ANNE ARUNDEL COUNTY
MARYLAND
Office of the County Executive
STEUART PITTMAN

Anne Arundel County
Office of County Executive Steuart Pittman
Bay Crossing Study DEIS
May 10, 2021

Anne Arundel County's review of the Bay Crossing Study (BCS) Tier 1 DEIS revealed that the study is flawed, and doesn't justify its purpose or the need for a third span. The County's comment on the DEIS, a review required under the National Environmental Policy Act (NEPA), raises serious concerns about appropriately addressing traffic congestion, travel demand, and impacts to sensitive environmental resources which adversely affect communities.

The County finds this study to be a blueprint for projecting sprawl development. For the reasons outlined in the comment below, the County is reaffirming its opposition to the study, which should be paused and not advanced to the Final Environmental Impact Study (FEIS). The DEIS demonstrates the lack of need for a multi-billion dollar taxpayer-funded third span.

Traffic Assumptions

Traffic growth projections in the DEIS do not consider the Bay Bridge's recent traffic history, including the effects the COVID-19 pandemic had on traffic, increased telecommuting, and future economic activity.

- The DEIS projects traffic growth by 2040 of 22.9% for an average non-summer weekday and 14.1% for a summer weekend. These projections should be called into question by the historical fact that there has been no material change in annual or average daily traffic on the Bridge from 2007 to 2017.
    - The Annual Chesapeake Bay Bridge Volume data (page 2-2, 2-3, which goes up to 2017) shows a decline in traffic in 2007-2017 and that it flattened during the Great Recession in 2008-2009.
    - The traffic on the bridge has been flat for decades based on this data.
    - The study overstates future growth in the number of vehicles that will be crossing the water.
- The DEIS should address dramatic reductions in traffic demands as a result of the COVID-19 pandemic, which produced noticeable declines in traffic delays, energy consumption, and emissions.

- Traffic data has been collected throughout the pandemic; yet there is no pandemic-related data in the study.
- MDTA did not collect eastbound daily tolls.
- Travel patterns and volumes have changed significantly since the beginning of the pandemic, and the study should have reflected these adjustments in patterns.

- The DEIS, in projecting future degrees of congestion, presents data from 2016 and traffic counts collected in 2017 - data that is now nearly a half-decade out of date.,
  - General practice when publishing transportation-related DEIS is to present traffic data collected within the preceding three years.
  - The DEIS should amend the outdated information to reflect more recent traffic counts and conditions.
  - The DEIS anticipates delays in the eastbound direction, but does not quantify delays after the implementation of all electronic tolling (AET) in May 2020, a significant change for the flow of eastbound traffic.
  - All consideration of the benefit effects of AET is postponed to be addressed only "as needed" in a possible later NEPA document, ensuring a significant change that could reasonably affect the outcome of this study is instead not contemplated by the study at all.

The DEIS traffic projections are based on data that just doesn't make the case to allocate resources for building a multi-billion dollar third span. It makes claims about the existing and projected eastbound queues, using traffic counts and speed data pre-dating the current reality of AET on the Bridge. The effect of AET on traffic queue length could have been estimated by MDTA from an earlier study, which found that AET would produce up to 80% reduction in queue lengths at the Bridge. This feasible calculation would reduce 2040 eastbound summer weekend queues projected in the DEIS from 13 miles to 2.6 miles - less than 4 miles cited as the current condition, and not a favorable result for the case the DEIS is trying to make.

A smart growth strategy would take into account the efficient use of transportation corridors and use of public transit and other innovative transportation options to minimize the use of automobiles and to protect environmentally sensitive areas. This study does none of this - it should be paused.

Purpose and Need Assessment

The DEIS purpose and need is not justified and appears to be centered solely on the bridge itself, rather than addressing the need to accommodate travel from the Western Shore of the Chesapeake Bay, including Northern Virginia, West Virginia, Washington D.C., and Pennsylvania to the Eastern Shore of Maryland. In other words, the DEIS purpose and need focuses on moving cars, not on moving people.

Public statements made by the Governor of Maryland prior to the completion of the study that "there is only one option I will ever accept" calls into question the undue influence about whether the NEPA study was adequately followed. Typically, a robust scientific NEPA analysis is conducted before selecting a preferred alternative. The Governor's statement calling out a preferred corridor prior to the completion of the study undermines confidence in what really drove the purpose and need - the corridor selection rather than scientific analysis.

Current and future traffic congestion on and near the existing Chesapeake Bay Bridge was the primary concern behind the crossing's purported purpose and need. This primary concern ignored the entire transportation network of Central Maryland and the Eastern Shore, and was driven by questionable assumptions of population growth and sprawling new developments on the Eastern Shore. The study shows very small increases in traffic volumes in recent years, calling into question the larger increases projected in future years. Sufficient detail on the Origin and Destination analysis and the summertime traffic projections were not provided in the DEIS or Appendices to adequately determine how these assumptions were generated.

This study missed the mark on justifying a clear and concise purpose and need..

Environmental Impacts

The DEIS fails to address the environmental impacts of constructing a new bridge across the Chesapeake Bay. Below are a few of the impacts that the DEIS lists but does not discuss adequately:

- The DEIS Corridor 7 contains approximately 6,640 acres of mapped 100-year FEMA floodplain, and intersects the largest area of floodplain of three corridors. Based on the distribution of 100-year FEMA floodplain within the limits of Corridor 7, the area with the highest potential for impacts is located within the eastern section of the corridor between Kent Island and the Eastern Shore.
- The DEIS Corridor 7 contains approximately 9,810 acres of land that fall within the limits of the Critical Area. The majority is classified as Resource Conservation Area (RCA - the most restrictive critical area classification), but the corridor also contains relatively high levels of both Limited Development Area (LDA) and Intensely Developed Area (IDA).
- The DEIS offers generalized descriptions of the environmental assets in the preferred corridor for the new bridge. The sketches within the study show the environmental impacts of a third span will likely be significant.
- Evaluation of these impacts with much more specificity should be revealed in this study and not postponed to a later EIS.
- The preferred Corridor 7 contains 10,870 acres of mapped tidal wetlands (9,600 acres of open water and 1,270 acres of coastal wetlands). These tidal wetlands constitute approximately 34% of the total corridor. Similarly, 3,460 acres of valuable oyster resources and 5,140 acres of (RCA)
- Corridor 7 contains the highest amount of land area susceptible to sea level rise based on the projections for 2050 and 2100. The highest concentrations are located within the

section of the corridor that spans Kent Island and at Kent Narrows and the Chester River in the eastern portion of the corridor.

- Corridor 7 contains 6,900 acres of forest interior dwelling species (FIDS) habitat, which represents 25% of the total corridor study area, and 2,180 acres of Sensitive Special Projects Areas. These areas contain biological resources that require conservation and protection.

The study is silent on possible significant adverse effects to fish, wildlife, plant habitat, and increased flooding within the critical area, postponing these concerns to a later date rather than addressing them directly. And it provides no alternatives that could be taken to reduce and mitigate these impacts.

No-Build Alternative

The DEIS calls for "updates as needed during Tier 2" to reflect future projects that were not planned and programmed as of Project Scoping in 2017. In other words, it never seriously examined the alternative of not building an additional Bay Bridge span.

Federal guidelines require EIS to address the no-build alternative and rigorously explore and objectively evaluate all reasonable alternatives. The DEIS does not meet this requirement. The no-build alternative is not properly characterized or discussed when, as in the DEIS, available strategies to better manage traffic operations and demand under that alternative are excluded from consideration.

The DEIS states that "transportation system management/travel demand management (TSM/TDM) measures such as improvements to contraflow operation on the existing bridge may be implemented. It says specific examples of TSM/TDM improvements "could include" implementing all electronic tolling and variable tolls. Nevertheless, it then cuts off further discussion by stating that if TSM/TDM improvements are implemented, that will be done "separately from the Bay Crossing Study". It also states that a combination of alternatives, such as MOAs in combination with a recommended corridor alternative, will be evaluated in "Tier 2" to determine whether such a combination could satisfy the transportation needs in combination with alternative alignments.

In contrast, the AKRF Study directly addresses TSM/TDM measures and indicates the potential they have for lowering peak period congestion.

This section of the DEIS study does not comply with Federal statute - it lacks justification, and is not comprehensive and specific as possible to even be considered for a Tier 2 evaulation.

Stakeholder Involvement

Anne Arundel County and Queens Anne's County should have been consulted throughout this process due to the significant impacts a potential crossing will have on transportation networks, development plans, and surrounding communities. However, neither jurisdiction was involved in the process and was only provided notice at the same time and degree as the general public.

Conclusion

The unstated goal of this study is not to analyze relevant data and information to determine whether or not an additional span across the Chesapeake Bay is the appropriate long-term solution to traffic congestion. If that were the goal, the concerns noted above provide immediate cause to pause this process rather than move to the FEIS stage.

Instead, the goal of this study is to demonstrate that the only possible solution to traffic congestion on the Bay Bridge is to build another bridge. But the study fails in this aim, too, by using out-of-date data, by not adjusting analysis based on massive changes in traffic patterns over the last year, by failing to account for myriad environmental impacts, and by declining to fully consider a no-build alternative.

The failure of this multi-million dollar taxpayer-funded study to adequately assess any options other than the one supported by the Governor raises serious questions about motive. Maryland used to lead the nation in smart growth planning, the concept whereby development is targeted to areas where infrastructure exists, and transportation investments are placed where development is targeted. Building this span rejects that history, in support of a project that will inevitably lead to more sprawl.

Let's stop pretending that this kind of transportation investment is our future. Let's stop this project.

If you have any questions regarding these comments please contact Ms. Lori Rhodes, Deputy Chief Administrative Officer for Land Use.

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EASTERN SHORE LAND CONSERVANCY

May 10, 2021

Ms. Heather Lowe
Maryland Transportation Authority
Point Breeze
2310 Broening Highway
Baltimore, MD 21224

RE: Eastern Shore Land Conservancy's Comments on the Chesapeake Bay Crossing Study Tier 1 NEPA Draft Environmental Impact Statement

Dear Ms. Lowe,

Recognizing the expressed need for a new auto-oriented Chesapeake Bay Bridge Crossing, Eastern Shore Land Conservancy (ESLC) suggests alternative solutions to provide additional support for corridor management. Based upon the results published in the Tier 1 Draft Environmental Impact Statement (DEIS), ESLC opposes the construction of a new auto-oriented Chesapeake Bay Bridge crossing and advocates for the exploration of other alternatives not thoroughly pursued in the Tier 1 DEIS. In addition to this, we call for updates to the Tier 1 study that include the analysis of recent data from 2017-2021 due to the unprecedented changes in the past year and a half and the creation of a Tier 2 study which further explores the costs and impacts associated with the selected Corridor Alternative as well as other alternatives that were or were not listed in the Tier 1 DEIS. In order to reduce the risk and impact of the sustained and duplicative traffic congestion issues on a new structure, it would be best to optimize the current infrastructure first, through the adoption of current and future technologies before any new span is strongly considered. ESLC calls for an approach to transportation planning that optimizes current infrastructure, encourages transformational improvements in transit and travel demand and considers the future consequences of new transportation investments on the communities, landscape and climate vulnerabilities of the Eastern Shore. Improved access for cross-Bay travel should not sacrifice the environment, safety, economy and quality of life of Maryland's communities and citizens.

Updating the Tier 1 DEIS

ESLC urges an update to the data used in the Tier 1 DEIS to properly reflect bridge usage over the last four years. While the DEIS was published in February of 2021, it relies on data collected in 2017 for the Bay Crossing Study (BCS). During the COVID-19 pandemic, we have faced unprecedented changes. Many workplaces have switched to operating virtually and many expect a hybrid work environment to become the norm, with less commuters using roads, greatly reducing previously seen congestion levels. In May 2020, we saw the adoption of all electronic tolling (AET) and the retirement of the iconic toll plaza where congestion for eastbound traffic typically agglomerated, as can be seen in the photo on page 1 of the Executive Summary of the Tier 1 DEIS. In that same photo, beyond the toll plaza and on the bridge itself, there is no congestion. The Tier 1 DEIS refers to the adoption of AET and claims that it was not feasible to include this information regarding its impact on Bridge traffic in the DEIS.

ACCREDITED LAND TRUST ACCREDITATION COMMISSION
MARYLAND NONPROFITS STANDARDS FOR EXCELLENCE

Based upon the obsolete data used in the Tier 1 DEIS as well as the drastic changes to commuting that have been made during the COVID-19 pandemic, ESLC supports the re-drafting or updating of the Tier 1 DEIS to better reflect these new traffic patterns. We firmly believe that the commuting habits that have become the norm over the last year and a half and the future adoption of hybrid, virtual work will alter the projections that were originally listed in the Tier 1 DEIS.

Allocating Funding for and Completing a Tier 2 DEIS

After the re-drafting of the Tier 1 DEIS and if a Corridor Alternative is chosen, ESLC advocates for the creation of a Tier 2 DEIS or a similar alternative to further explore the cost, engineering and environmental impacts that such alternatives would entail. The Tier 1 DEIS fails to report on actual environmental impacts and says that such impacts would be reported in a Tier 2 DEIS. While no funding has been secured for this study to occur, it is imperative that this more in-depth analysis ensue and be presented to the public.

In the Tier 2 DEIS, alternatives other than the Corridor Alternative should be strongly and appropriately considered. ESLC suggests adopting aggressive corridor management strategies that are listed in the following section. ESLC also suggests the implementation of a high-speed railway system that will efficiently transport commuters and tourists between the eastern and western shores of Maryland. This method will prove to be more efficient, both limiting emissions and minimizing congestion. We encourage the exploration of a high-speed railway system which runs over the Chesapeake Bay, relying on existing high-speed railway infrastructure along the 95 corridor. Should the high-speed railway option be chosen, improvements must be made to high-speed railways infrastructure down the Delmarva Peninsula. In addition to a high-speed railway system, ESLC advocates for the consideration of other Model and Operational Alternatives (MOAs) such as Bus Rapid Transit. ESLC will remain engaged and active in conversations concerning alternatives to building a new auto-oriented bridge span.

Adopting Aggressive Corridor Management Strategies

With the opposition ESLC has to any new auto-oriented Chesapeake Bay Bridge Span, we find it best to research and implement a suite of aggressive corridor management strategies to improve cross-Bay access for commuters, beach-travelers, commercial freight and others who rely on the Chesapeake Bay Bridge for cross-Bay travel.

Consistent with our mission, ESLC believes in maximizing the infrastructure that we already have. We advise adopting aggressive corridor management such as:

I. Additional contraflow lanes for: bus rapid transit, emergency vehicles, etc. to ensure that those who need to cross the bridge for work or emergency can get there safely and on time
II. Free weekend toll for off-peak hours
III. The ability to register for a time for your vehicle to cross the bay at a discounted toll rate
IV. Incentives for ridesharing

While residents on both sides of the Bay see the collective benefits of a thriving Eastern Shore, the current Bay Bridge spans have led to immense housing sprawl and thousands of acres of habitat, farmland and sensitive landscapes being permanently lost to development on the Eastern Shore. Any new bridge crossing location would also dramatically affect the working landscapes, ecological balance and overall rural character of the region. In the event that a new Bay Bridge is approved, the State siting decision should carefully weigh and balance the potential negative and positive environmental and economic impacts that such a span will have on the local site and the Delmarva region as a

whole. ELSC remains opposed to the creation of an auto-oriented Chesapeake Bay Bridge Crossing and will continue to be engaged in this ongoing conversation.

With an emphasis on updates to the Tier 1 DEIS, the creation of a Tier 2 DEIS and aggressive corridor management, ESLC calls for a more future-oriented, people-centric approach to transportation planning, that is cost-sensitive and environmentally-friendly–specifically one that: 1) makes the most out of the existing infrastructure; 2) encourages transformational improvements in transit and travel demand; and 3) considers the future consequences of new transportation investment on the communities, landscape and climate vulnerabilities of the Eastern Shore.

Improved access for cross-Bay travel should not sacrifice the environment, safety, economy and quality of life of Maryland's communities and citizens. Therefore, ESLC encourages the State to allocate resources towards alternatives that will improve access between the eastern and western shores of Maryland.

Sincerely,

Eastern Shore Land Conservancy

[redacted]
Policy Manager

[redacted]
President

I am writing this letter because I oppose of the plans to place a bay crossing at Beverly Triton Beach to the Eastern Shore. You will disrupt everyone's lives that live in the path if this is allowed. We built our home in 1997 on [redacted] We came here from Upper Marlboro because of the peacefulness of this area. The extra traffic that it would bring would be horrible. This small peninsula couldn't handle the daily grind of the cars. The route I see planned from Route 50 down 424 would bypass 5 schools and 6 churches. It's a small town community and we cannot handle a freeway. It is ridiculous to even consider such a thing. Erecting an additional bridge next to the two bridges already in place seems more sensible. It will destroy Corridor 8. It's funny to me such a thing would even be considered.

[redacted]

AMENDED
June 21, 2021

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2021, Legislative Day No. 13

Resolution No. 32-21

Introduced by Ms. Fiedler and Ms. Rodvien

By the County Council, June 7, 2021

RESOLUTION in opposition to preparing a Final Environmental Impact Statement and Record of Decision for the third span of the Chesapeake Bay Bridge

WHEREAS, on August 30, 2016, Governor Larry Hogan announced the funding of $5,000,000.00 for a Chesapeake Bay Bridge Third Span Study to be sponsored by the Maryland Transportation Authority ("MDTA"); and

WHEREAS, in the spring of 2018, MDTA prepared purpose and need statements, without review or input from Anne Arundel County; and

WHEREAS, the purpose statement is "to consider corridors for providing additional capacity and access across the Chesapeake Bay in order to improve mobility, travel reliability, and safety at the existing bridge"; and

WHEREAS, the need statement identifies the following needs: "adequate capacity, dependable and reliable travel time, and flexibility to support maintenance and incidents"; and

WHEREAS, the purpose and need statements fail to include a study of the approaching and descending corridors on the Eastern and Western shores; do not include an evaluation of the impacts to residents, commuters, and commerce on the Eastern and Western shores; and do not address Quality of Life impacts on the region, including safety, redundancy, commerce, growth, development, tourism, or creating a more direct route to key Eastern Shore destinations; and

WHEREAS, MDTA initially identified 14 potential corridors for a third span of the Bay Bridge, but in August of 2019, MDTA narrowed the potential locations to three: (1) from Pasadena to Centreville; (2) the existing bridge corridor from east of Annapolis, near Sandy Point State Park, to Kent Island; (3) from the Mayo Peninsula in Anne Arundel County to near St. Michaels in Talbot County; and

WHEREAS, MDTA recently narrowed the potential location for a new Bay Bridge to one and recommends building the new Bay Bridge in the corridor of the existing two spans that cross between Anne Arundel County and Kent Island, stating that the other locations would fail to divert sufficient traffic away from the existing bridge; and

EXPLANATION: Underlining indicates matter added to resolution by amendment.
Strikeover indicates matter removed from resolution by amendment.

Resolution No. 32-21
Page No. 2

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

WHEREAS, MDTA's Draft Environmental Impact Statement indicates that a new crossing is needed to accommodate increasing traffic volumes, but an analysis funded by the Queen Anne's Conservation Association suggests the traffic projections are inflated; and

WHEREAS, it is highly likely that additional traffic lanes will be quickly offset by greater demand, thereby further increasing traffic and congestion in central Anne Arundel County; and

~~WHEREAS, MDTA completed the Tier 1 Final Environmental Impact Statement and Record of Decision in February of 2021, without any additional public hearings; and~~

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

WHEREAS, while public comments received in response to a Draft Environmental Impact Statement must be considered in drafting a combined Final Environmental Impact Statement and Record of Decision, there is not a clear process set out in federal law that mandates publication or a public comment period on the Record of Decision; and

WHEREAS, there is significant opposition to the construction of a new bridge in the corridor of the existing bridge; and

WHEREAS, constructing another crossing in the present corridor will take a significant toll on 14 public parks, including Sandy Point State Park, and will severely exceed the capacity of existing roadways and related infrastructure; now, therefore, be it

Resolved by the County Council of Anne Arundel County, Maryland, That it opposes the completion of the Tier 1 Final Environmental Impact Statement and Record of Decision for the third span of the Chesapeake Bay Bridge without further review and without amended purpose and need statements; and be it further

Resolved, That a copy of this Resolution be sent to 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, Sid Saab and Michael E. Malone; State Senator Edward R. Reilly; U.S. Senators Chris Van Hollen and Benjamin Cardin; U.S. Congressman Anthony Brown; Pete Buttgieg, 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.

Resolution No. 32-21
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AMENDMENTS ADOPTED: June 21, 2021

READ AND PASSED this 21st day of June, 2021.

By Order:

Laura Corby
Administrative Officer

I HEREBY CERTIFY THAT RESOLUTION NO. 32-21 IS TRUE AND CORRECT AND DULY ADOPTED BY THE COUNTY COUNCIL OF ANNE ARUNDEL COUNTY.

Sarah F. Lacey
Chair

CITY OF BALTIMORE
Brandon M. Scott, Mayor

DEPARTMENT OF TRANSPORTATION
Steve Sharkey, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

April 22, 2021

Ms. Heather Lowe
Project Manager
Division of Planning and Program Development
The Maryland Transportation Authority (MDTA)
hlowe@mdta.state.md.us

Re: **Baltimore City Comments on Bay Crossing Study Tier 1 Draft Environmental Impact Statement (DEIS)**

Dear Ms. Lowe:

On behalf of Mayor Brandon Scott and the Citizens of Baltimore we thank you for the opportunity to comment on the above-mentioned project.

After carefully reviewing the DEIS, the Baltimore City Department of Transportation (BCDOT) has the following comments:

- Although the City recognizes the congestion-related issues and its environmental implications facing the William Preston Lane Jr. Memorial (Bay) Bridge, BCDOT worries about the potential impact on systemwide tolls and commute/travel patterns for City residents through toll facilities once the proposed project is built.
- Long-term funding implications for the Baltimore Region might negatively impact the City of Baltimore, as toll revenue from Baltimore area facilities would likely be diverted at some point to pay for the project.
- The current toll revenue alone cannot pay for the planning, design and construction of the proposed project. Due to its complexity and scale, funding would probably need to be borrowed from the Transportation Trust Fund by MDTA, further reducing the Baltimore Region's proportion of the funding.
- Baltimore City's 4th Harbor crossing, the Vietnam Veterans Memorial (Hanover) Bridge, is in dire need of repair/reconstruction funding and has been amongst the City priorities in our annual priority letter to the MDOT Secretary for the past few years.

Other significant system preservation needs of key City connections to MDTA facilities that should be considered for funding by MDTA are Keith Avenue, Broening Highway, Hanover Street and MD 295.

For all reasons mentioned above, BCDOT will oppose the Bay Crossing Study Tier 1 DEIS.

If you have any questions, feel free to contact Theo Ngongang, Deputy Director at theo.ngongang@baltimorecity.gov

Sincerely,

Steven Sharkey

Steve Sharkey
Director

cc: Brandon M. Scott, Mayor

[redacted]
5/6/2021

Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224
Email: info@baycrossingstudy.com

Dear Bay Crossing Study:

I have several concerns about the conclusions of the Tier 1 NEPA study recommending the Third Bay bridge location at corridor 7.

1) *My first, and primary, concern is that the NEPA study was tasked with a self-limiting, overly constrained purpose*, as stated below:

The purpose of the study is to consider two-mile-wide corridors to provide additional capacity and access across the Chesapeake Bay to improve mobility, travel reliability and safety at the existing William Preston Lane, Jr. Memorial (Bay) Bridge, while considering financial viability and environmental responsibility.

The flaw in the purpose statement is that it is too narrowly focused on "at the existing William Preston Lane, Jr. Memorial Bridge". On such a long term (100 year useful life) strategic decision, a broader purpose should of been defined, such as:

The purpose of the study is to consider two-mile-wide corridors to provide additional capacity and access across the Chesapeake Bay to improve mobility, travel reliability and safety ***with the objective of maximizing the economic development for the citizens of the State of Maryland over the next century****, while considering financial viability and environmental responsibility.*

Defining the stated purpose .... at the existing William Preston Lane, Memorial Bridge....., pre-ordained the study's conclusion that the only answer would be to build another bridge in Corridor 7. A more strategic study purpose of maximizing the long term economic development for the citizens of the State of Maryland, could have resulted in a different corridor solution, perhaps corridor 12/13. This corridor selection would provide a significant economic engine to drive incremental development in Southern Maryland on the western shore and the Cambridge area on the eastern shore. In addition, it would siphon significant weekend volume from the DC metro area, alleviating the existing bridge congestion during summer months to acceptable levels. Over the long term, providing an alternative Bay crossing midway down the Bay (corridor 12/13) would disperse the intensity of the development activity at the current Bay Bridge, thereby, reducing traffic congestion. The value of incremental economic development activity resulting from other potential alternate corridors was not adequately addressed in the current NEPA study. The study failed to quantify and include the substantial incremental long term economic benefit that could be realized by developing a new corridor to the ocean resorts.

In summary, while the existing recommendation of Corridor 7 might minimize the cost for a new bridge to achieve its misstated purpose of alleviating traffic on the existing bridges, it fails to maximize the "revenue" side of the equation, that being the potential incremental economic development opportunities of opening a new corridor to the ocean beaches for the State of Maryland. A wise business decision should look at both the "revenue" and "expense" side in order to maximize return. Unfortunately, in this case, the Tier 1 NEPA study only focused on the "expense" side and not the "revenue" economic development side, especially as it relates to the various potential new corridors.

2) ***My second concern is "how good is good enough".*** The proposed recommendation of Corridor 7 (page 11 of Virtual Information Room) shows 2040 Non-summer weekend and Summer weekend reductions of (35)% and (33)%, respectively **versus 2017 data**. That seems like over-delivering. I think most citizens would except a 2040 Level of Service (LOS) substantially closer to 2017 levels (i.e. 10-15% reduction versus 2017 levels), which could be easily achieved with other potential corridors while also providing broader economic development across the state.

3) ***My final concern is that any cost benefit analysis for Corridor 7 needs to include the negative life quality issues for citizens of Queen Anne's County***, especially those located in and around the Kent Island area. As a citizen of Queen Anne's County, living only 500 yards from RT 50, I am very familiar with the pros and cons of the existing Bridge and freeway system. Many years ago, we often slept with the windows open, but now road noise precludes that. In addition, county citizens on Kent Island are adversely impacted by the exiting freeway system which bisects the island and provides no access across overpasses for pedestrian or cyclists, basically splitting the single island into two. In addition, the lack of an access road or pedestrian walkway on the south side of Rt 50 at Cox Creek, makes the resulting two islands into three. The poor design of the existing freeway system bisecting Kent Island severely restricts movement of local citizenry, impedes connectivity, and adversely impacts our health (air, noise and "active" transportation options like walking and cycling). The State's assessment of Indirect and Cumulative effects (page 18 of Virtual Information Room) which should recognize these overdevelopment concerns, seems instead to be biased to taking the easy way out as it relates to the Eastern Shore impacts. The study dismisses alternate corridors due to their perceived adverse "substantial increase in residential growth and development demand", while instead recommending that QAC and corridor 7 bear the burden as it is "more compatible with existing and planned land uses". As a QAC resident this feels like the State is "piling on" to our community to bear the transportation needs for the entire Eastern shore. Our citizens would appreciate and expect a more holistic and balanced perspective.

In conclusion, I ask the NEPA study to consider more thoroughly whether they have defined the correct study purpose, appropriately assessed what is "good enough" and acknowledge the burden being asked of Queen Anne's County residents.

Sincerely,

[redacted]

cc: QAC Commissioners (email:qaccommissionersandadministrator@qac.org)

Appendix B – Agency DEIS Comments and Responses

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Anne Arundel County Comment

ANNE ARUNDEL COUNTY
MARYLAND
Office of the County Executive
STEUART PITTMAN

Anne Arundel County
Office of County Executive Steuart Pittman
Bay Crossing Study DEIS
May 10, 2021

Anne Arundel County's review of the Bay Crossing Study (BCS) Tier 1 DEIS revealed that the study is flawed, and doesn't justify its purpose or the need for a third span. The County's comment on the DEIS, a review required under the National Environmental Policy Act (NEPA), raises serious concerns about appropriately addressing traffic congestion, travel demand, and impacts to sensitive environmental resources which adversely affect communities.

The County finds this study to be a blueprint for projecting sprawl development. For the reasons outlined in the comment below, the County is reaffirming its opposition to the study, which should be paused and not advanced to the Final Environmental Impact Study (FEIS). The DEIS demonstrates the lack of need for a multi-billion dollar taxpayer-funded third span.

Traffic Assumptions

Traffic growth projections in the DEIS do not consider the Bay Bridge's recent traffic history, including the effects the COVID-19 pandemic had on traffic, increased telecommuting, and future economic activity.

- The DEIS projects traffic growth by 2040 of 22.9% for an average non-summer weekday and 14.1% for a summer weekend. These projections should be called into question by the historical fact that there has been no material change in annual or average daily traffic on the Bridge from 2007 to 2017.
    - The Annual Chesapeake Bay Bridge Volume data (page 2-2, 2-3, which goes up to 2017) shows a decline in traffic in 2007-2017 and that it flattened during the Great Recession in 2008-2009.
    - The traffic on the bridge has been flat for decades based on this data.
    - The study overstates future growth in the number of vehicles that will be crossing the water.
- The DEIS should address dramatic reductions in traffic demands as a result of the COVID-19 pandemic, which produced noticeable declines in traffic delays, energy consumption, and emissions.

- Traffic data has been collected throughout the pandemic; yet there is no pandemic-related data in the study.
- MDTA did not collect eastbound daily tolls.
- Travel patterns and volumes have changed significantly since the beginning of the pandemic, and the study should have reflected these adjustments in patterns.

- The DEIS, in projecting future degrees of congestion, presents data from 2016 and traffic counts collected in 2017 - data that is now nearly a half-decade out of date..

  - General practice when publishing transportation-related DEIS is to present traffic data collected within the preceding three years.
  - The DEIS should amend the outdated information to reflect more recent traffic counts and conditions.
  - The DEIS anticipates delays in the eastbound direction, but does not quantify delays after the implementation of all electronic tolling (AET) in May 2020, a significant change for the flow of eastbound traffic.
  - All consideration of the benefit effects of AET is postponed to be addressed only "as needed" in a possible later NEPA document, ensuring a significant change that could reasonably affect the outcome of this study is instead not contemplated by the study at all.

The DEIS traffic projections are based on data that just doesn't make the case to allocate resources for building a multi-billion dollar third span. It makes claims about the existing and projected eastbound queues, using traffic counts and speed data pre-dating the current reality of AET on the Bridge. The effect of AET on traffic queue length could have been estimated by MDTA from an earlier study, which found that AET would produce up to 80% reduction in queue lengths at the Bridge. This feasible calculation would reduce 2040 eastbound summer weekend queues projected in the DEIS from 13 miles to 2.6 miles - less than 4 miles cited as the current condition, and not a favorable result for the case the DEIS is trying to make.

A smart growth strategy would take into account the efficient use of transportation corridors and use of public transit and other innovative transportation options to minimize the use of automobiles and to protect environmentally sensitive areas. This study does none of this - it should be paused.

Purpose and Need Assessment

The DEIS purpose and need is not justified and appears to be centered solely on the bridge itself, rather than addressing the need to accommodate travel from the Western Shore of the Chesapeake Bay, including Northern Virginia, West Virginia, Washington D.C., and Pennsylvania to the Eastern Shore of Maryland. In other words, the DEIS purpose and need focuses on moving cars, not on moving people.

Public statements made by the Governor of Maryland prior to the completion of the study that "there is only one option I will ever accept" calls into question the undue influence about whether the NEPA study was adequately followed. Typically, a robust scientific NEPA analysis is conducted before selecting a preferred alternative. The Governor's statement calling out a preferred corridor prior to the completion of the study undermines confidence in what really drove the purpose and need - the corridor selection rather than scientific analysis.

Current and future traffic congestion on and near the existing Chesapeake Bay Bridge was the primary concern behind the crossing's purported purpose and need. This primary concern ignored the entire transportation network of Central Maryland and the Eastern Shore, and was driven by questionable assumptions of population growth and sprawling new developments on the Eastern Shore. The study shows very small increases in traffic volumes in recent years, calling into question the larger increases projected in future years. Sufficient detail on the Origin and Destination analysis and the summertime traffic projections were not provided in the DEIS or Appendices to adequately determine how these assumptions were generated.

This study missed the mark on justifying a clear and concise purpose and need..

Environmental Impacts

The DEIS fails to address the environmental impacts of constructing a new bridge across the Chesapeake Bay. Below are a few of the impacts that the DEIS lists but does not discuss adequately:

- The DEIS Corridor 7 contains approximately 6,640 acres of mapped 100-year FEMA floodplain, and intersects the largest area of floodplain of three corridors. Based on the distribution of 100-year FEMA floodplain within the limits of Corridor 7, the area with the highest potential for impacts is located within the eastern section of the corridor between Kent Island and the Eastern Shore.
- The DEIS Corridor 7 contains approximately 9,810 acres of land that fall within the limits of the Critical Area. The majority is classified as Resource Conservation Area (RCA - the most restrictive critical area classification), but the corridor also contains relatively high levels of both Limited Development Area (LDA) and Intensely Developed Area (IDA).
- The DEIS offers generalized descriptions of the environmental assets in the preferred corridor for the new bridge. The sketches within the study show the environmental impacts of a third span will likely be significant.
- Evaluation of these impacts with much more specificity should be revealed in this study and not postponed to a later EIS.
- The preferred Corridor 7 contains 10,870 acres of mapped tidal wetlands (9,600 acres of open water and 1,270 acres of coastal wetlands). These tidal wetlands constitute approximately 34% of the total corridor. Similarly, 3,460 acres of valuable oyster resources and 5,140 acres of (RCA)
- Corridor 7 contains the highest amount of land area susceptible to sea level rise based on the projections for 2050 and 2100. The highest concentrations are located within the

section of the corridor that spans Kent Island and at Kent Narrows and the Chester River in the eastern portion of the corridor.

- Corridor 7 contains 6,900 acres of forest interior dwelling species (FIDS) habitat, which represents 25% of the total corridor study area, and 2,180 acres of Sensitive Special Projects Areas. These areas contain biological resources that require conservation and protection.

The study is silent on possible significant adverse effects to fish, wildlife, plant habitat, and increased flooding within the critical area, postponing these concerns to a later date rather than addressing them directly. And it provides no alternatives that could be taken to reduce and mitigate these impacts.

No-Build Alternative

The DEIS calls for "updates as needed during Tier 2" to reflect future projects that were not planned and programmed as of Project Scoping in 2017. In other words, it never seriously examined the alternative of not building an additional Bay Bridge span.

Federal guidelines require EIS to address the no-build alternative and rigorously explore and objectively evaluate all reasonable alternatives. The DEIS does not meet this requirement. The no-build alternative is not properly characterized or discussed when, as in the DEIS, available strategies to better manage traffic operations and demand under that alternative are excluded from consideration.

The DEIS states that "transportation system management/travel demand management (TSM/TDM) measures such as improvements to contraflow operation on the existing bridge may be implemented. It says specific examples of TSM/TDM improvements "could include" implementing all electronic tolling and variable tolls. Nevertheless, it then cuts off further discussion by stating that if TSM/TDM improvements are implemented, that will be done "separately from the Bay Crossing Study". It also states that a combination of alternatives, such as MOAs in combination with a recommended corridor alternative, will be evaluated in "Tier 2" to determine whether such a combination could satisfy the transportation needs in combination with alternative alignments.

In contrast, the AKRF Study directly addresses TSM/TDM measures and indicates the potential they have for lowering peak period congestion.

This section of the DEIS study does not comply with Federal statute - it lacks justification, and is not comprehensive and specific as possible to even be considered for a Tier 2 evaulation.

Stakeholder Involvement

Anne Arundel County and Queens Anne's County should have been consulted throughout this process due to the significant impacts a potential crossing will have on transportation networks, development plans, and surrounding communities. However, neither jurisdiction was involved in the process and was only provided notice at the same time and degree as the general public.

Conclusion

The unstated goal of this study is not to analyze relevant data and information to determine whether or not an additional span across the Chesapeake Bay is the appropriate long-term solution to traffic congestion. If that were the goal, the concerns noted above provide immediate cause to pause this process rather than move to the FEIS stage.

Instead, the goal of this study is to demonstrate that the only possible solution to traffic congestion on the Bay Bridge is to build another bridge. But the study fails in this aim, too, by using out-of-date data, by not adjusting analysis based on massive changes in traffic patterns over the last year, by failing to account for myriad environmental impacts, and by declining to fully consider a no-build alternative.

The failure of this multi-million dollar taxpayer-funded study to adequately assess any options other than the one supported by the Governor raises serious questions about motive. Maryland used to lead the nation in smart growth planning, the concept whereby development is targeted to areas where infrastructure exists, and transportation investments are placed where development is targeted. Building this span rejects that history, in support of a project that will inevitably lead to more sprawl.

Let's stop pretending that this kind of transportation investment is our future. Let's stop this project.

If you have any questions regarding these comments please contact Ms. Lori Rhodes, Deputy Chief Administrative Officer for Land Use.

AMENDED
June 21, 2021

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2021, Legislative Day No. 13

Resolution No. 32-21

Introduced by Ms. Fiedler and Ms. Rodvien

By the County Council, June 7, 2021

RESOLUTION in opposition to preparing a Final Environmental Impact Statement and Record of Decision for the third span of the Chesapeake Bay Bridge

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WHEREAS, in the spring of 2018, MDTA prepared purpose and need statements, without review or input from Anne Arundel County; and

WHEREAS, the purpose statement is "to consider corridors for providing additional capacity and access across the Chesapeake Bay in order to improve mobility, travel reliability, and safety at the existing bridge"; and

WHEREAS, the need statement identifies the following needs: "adequate capacity, dependable and reliable travel time, and flexibility to support maintenance and incidents"; and

WHEREAS, the purpose and need statements fail to include a study of the approaching and descending corridors on the Eastern and Western shores; do not include an evaluation of the impacts to residents, commuters, and commerce on the Eastern and Western shores; and do not address Quality of Life impacts on the region, including safety, redundancy, commerce, growth, development, tourism, or creating a more direct route to key Eastern Shore destinations; and

WHEREAS, MDTA initially identified 14 potential corridors for a third span of the Bay Bridge, but in August of 2019, MDTA narrowed the potential locations to three: (1) from Pasadena to Centreville; (2) the existing bridge corridor from east of Annapolis, near Sandy Point State Park, to Kent Island; (3) from the Mayo Peninsula in Anne Arundel County to near St. Michaels in Talbot County; and

WHEREAS, MDTA recently narrowed the potential location for a new Bay Bridge to one and recommends building the new Bay Bridge in the corridor of the existing two spans that cross between Anne Arundel County and Kent Island, stating that the other locations would fail to divert sufficient traffic away from the existing bridge; and

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Resolution No. 32-21
Page No. 2

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WHEREAS, it is highly likely that additional traffic lanes will be quickly offset by greater demand, thereby further increasing traffic and congestion in central Anne Arundel County; and

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

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WHEREAS, there is significant opposition to the construction of a new bridge in the corridor of the existing bridge; and

WHEREAS, constructing another crossing in the present corridor will take a significant toll on 14 public parks, including Sandy Point State Park, and will severely exceed the capacity of existing roadways and related infrastructure; now, therefore, be it

Resolved by the County Council of Anne Arundel County, Maryland, That it opposes the completion of the Tier 1 Final Environmental Impact Statement and Record of Decision for the third span of the Chesapeake Bay Bridge without further review and without amended purpose and need statements; and be it further

Resolved, That a copy of this Resolution be sent to 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, Sid Saab and Michael E. Malone; State Senator Edward R. Reilly; U.S. Senators Chris Van Hollen and Benjamin Cardin; U.S. Congressman Anthony Brown; Pete Buttgieg, 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: June 21, 2021

READ AND PASSED this 21st day of June, 2021.

By Order:

Laura Corby
Administrative Officer

I HEREBY CERTIFY THAT RESOLUTION NO. 32-21 IS TRUE AND CORRECT AND DULY ADOPTED BY THE COUNTY COUNCIL OF ANNE ARUNDEL COUNTY.

Sarah F. Lacey
Chair

Anne Arundel County Response

The Bay Crossing Study Team appreciates the input provided by Anne Arundel County on the Tier 1 DEIS. MDTA will continue to coordinate with Anne Arundel County throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study. In response to specific comments contained in Anne Arundel County's comment letter, the Bay Crossing Study Team offers the following response:

Traffic Assumptions

Forecasts of 2040 traffic volumes were prepared using the Maryland Statewide Transportation Model (MSTM), a state-of-the-practice model and approach for traffic forecasting. The MSTM has been used extensively by the Maryland Department of Transportation on many projects, and the BCS traffic forecasting methodology was developed in coordination with FHWA. The MSTM forecasted traffic volumes are based on forecasts of population and employment provided by local counties.

Supplementary traffic analysis discussion related to effects of the COVID-19 pandemic and implementation of all-electronic tolling (AET) at the existing Bay Bridge is included in **Section 3.1** of this FEIS. Preliminary data indicates that Bay Bridge volumes and congestion may return to pre-COVID levels. The Bay Crossing Study reflects long-term forecasts of economic activity, by using anticipated levels of population and employment in the analysis year. Revised traffic analysis in a potential future Tier 2 study would account for updated growth forecasting, including any foreseeable changes resulting from COVID-19 or other potential future changes in travel patterns.

In response to comments from Anne Arundel County and others, MDTA examined in the FEIS the impact of implementing AET (see **Section 3.1**). The ongoing substantial queues observed, even following full implementation of AET, suggest that the technology, by itself, does not eliminate congestion in the eastbound direction. Given the volumes attempting to cross the Bridge during peak periods, the Bridge itself remains a constraint on capacity. This additional data collection shows that AET reduces or even eliminates delays and queuing at the Bay Bridge when low to moderate volumes are present; that is, when the capacity of the Bridge does not constrain traffic flow. However, as volumesapproach the capacity of the Bridge, queues and delays still occur, even with AET. Additional data regarding the impact of AET would be collected in a potential future Tier 2 study as part of the updated traffic analysis mentioned previously.

Purpose and Need Assessment

The BCS Purpose and Need was been established by MDTA and the Federal Highway Administration (FHWA) to focus on the extensively documented problems of traffic congestionat the existing Bay Bridge, which is an MDTA-owned facility. MDTA is responsible for evaluating and considering solutions to the existing problem at the MDTA facility. Thus, the Purpose and Need for the study, and the transportation solutions reflected in the Tier 1 EIS alternatives emphasized traffic relief at the existing Bay Bridge. The BCS Purpose and Need was concurred upon by FHWA and all BCS Cooperating Agencies in July 2018. The decision to advance Corridor 7 as the preferred corridor for any future crossing would not preclude separate studies of new or different infrastructure in Corridor 7 or in the general study area with different purposes from the BCS Purpose and Need.

Public and agency input emphasized the potential for induced growth effects of a new crossing as a topic of particular importance for the Tier 1 Study. An Induced Growth Analysis is provided in the Indirect and Cumulative Effects (ICE) Technical Report and summarized in DEIS Section 4.8. A crossing in a new location over the Chesapeake Bay would allow new access to rural, undeveloped areas on the Eastern Shore. This new access, considered in light of the major employment centers on the Western Shore, would likely lead to induced growth of residential and commercial development on the Eastern Shore. Corridor 6 would likely have the greatest potential for induced growth, given its close proximity to the Baltimore metropolitan area, and Corridor 8 would also have likely induced growth effects, given its proximity to Annapolis and somewhat more distant proximity to Washington, DC. Corridor 7, the Preferred Corridor Alternative (PCA) would likely have the least extent of indirect effects due to the presence of the existing crossing and associated infrastructure in Corridor 7. Substantial growth and development have already occurred along Corridor 7, so a new crossing within that corridor would likely continue, and perhaps accelerate, existing land use development patterns.

Environmental Impacts

The information included in the Tier 1 EIS is consistent with the purpose of a Tiered EIS study, which is to focus on the level of detail appropriate for decision-making across a broad geographic area. Greater detail on environmental resources and potential impacts of specific proposed roadway alternatives would be the subject of a potential future Tier 2 study. This would include development of limits of disturbance for multiple alternatives, detailed impact assessments and field data. Supplemental discussion of sea level rise and climate change has been included in this FEIS, **Section 3.2**.

No-Build Alternative

The No-Build Alternative includes all currently planned and programmed infrastructure projects as of Project Scoping in 2017 and includes regular maintenance at the Bay Bridge. TSM/TDM measures beyond those presently implemented as of 2017 are not included in the No-Build in order to provide a baseline of comparison for all alternatives. TSM/TDM measures were evaluated as part of the Modal and Operational Alternatives (MOA), which were evaluated individually to determine if they could meet the Purpose and Need. While none of the MOAs, including TSM/TDM, would meet the Purpose and Need individually, a number of the MOAs, including TSM/TDM would be brought forward and analyzed further in a Tier 2 Study within the context of Corridor 7.

The No-Build would be carried forward into a potential Tier 2 study, which would have to demonstrate a continued need for a new crossing at the time of the Tier 2 study in order to approve new capacity. A Tier 2 Study would consider all alternatives, including the No-Build and the MOA, in greater detail than in a Tier 1 level analysis.

Stakeholder Involvement

Counties bordering the Chesapeake Bay in Maryland, including Anne Arundel and Queen Anne's Counties, were included as Local Stakeholders in the Bay Crossing Study Coordination Plan. The Bay Crossing Study team attended Maryland Association of Counties (MACo) conferences to present project milestones and meet with county representatives. The Bay Crossing Study team also solicited comments from local stakeholders via the project website after project milestones, including the release of the Tier 1 DEIS.

Comments received during the comment periods are available for review at baycrossingstudy.com and were taken into account while writing the Tier 1 FEIS.

September 2021 Resolution

In addition to the DEIS comments provided above, MDTA also acknowledges the resolution adopted by the County Council of Anne Arundel county on September 20, 2021. The resolution concludes as follows:

> *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.

MDTA would continue to evaluate options for new crossing capacity in Corridor 7 in a potential future Tier 2 study, including a replacement of the current two spans of the Bay Bridge, along with details such as lane configurations. MDTA also notes that Queen Anne's County has passed a similar resolution (noted in the Queen Anne's County response later in this appendix).

Critical Area Commission Comment

Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor

Charles C. Deegan
Chairman
Katherine Charbonneau
Executive Director

STATE OF MARYLAND
CRITICAL AREA COMMISSION
CHESAPEAKE AND ATLANTIC COASTAL BAYS

April 13, 2021

Ms. Sara Williamson
Bay Bridge Crossing Team
5 Old Solomons Island Road
Annapolis, MD 21401

RE: Chesapeake Bay Crossing (CBC) National Environmental Protection Agency (NEPA) Draft Environmental Impact Statement (DEIS) Tier I Study

Dear Ms. Williamson:

Thank you for the opportunity to review the Chesapeake Bay Crossing National Environmental Protection Agency's Draft Environmental Impact Statement Tier I Study (CBC DEIS Tier I Study). This office has reviewed the CBC DEIS Tier I Study and offers the following comments and edits (attached separately) regarding section 4.4.4 Chesapeake Bay Critical Area:

1. The CL land use designation in the CBC DEIS Tier I Study indicates that the Bay Crossing Study Team utilized Maryland's iMap layer for the Critical Area data and mapping. Please note that the Critical Area Commission is in the process of updating its Critical Area map statewide. For the Tier II Study, please utilize the updated mapping and associated data found at http://webmaps.esrgc.org/cbca/desktop/Map.

2. As stated in section 4.4.4, development activities located on Critical Area lands designated as Federal Lands (FED) must comply with the Coastal Zone Management (CZM) Act, which includes the Critical Area program. Please note that any impacts to lands that are part of the U.S. Naval Academy campus must comply with the CZM Act.

3. Lands designated as Corporate Lands (CL) mean that the project is located within a local municipality; they still maintain a designation of either Intensely Developed Area (IDA), Limited Development Area (LDA), or Resource Conservation Area (RCA); we recommend that you coordinate either with our office or with the local municipality to acquire the maps with these designations.

4. As stated in section 4.4.4, development activities located on Critical Area lands designated FED are not directly regulated through the Critical Area Program but through the CZM Act.

1804 West Street, Suite 100, Annapolis, Maryland 21401 – (410) 260-3460 – Fax: (410) 974-5338
dnr.maryland.gov/criticalarea/ – TTY users call via the Maryland Relay Service

Ms. Williamson
CBC NEPA DEIS Tier I Study
April 13, 2021
Page 2

5. In section 4.4.4., the Critical Area Buffer and its potential for expansion was discussed. In addition to the Critical Area 100-foot Buffer, the Critical Area program protects the following Habitat Protection Areas (HPAs): nontidal wetlands, threatened and endangered species habitat, species in need of conservation, anadromous spawning waters, and designated and regulated state and local plant and wildlife habitats. These HPAs are protected in cooperation with State and local agencies and are discussed in other sections of the CBC DEIS Tier I Study. This office recommends adding a sentence to section 4.4.4 disclosing the protection of these HPAs through partnerships with local and state agencies under the Critical Area program.

6. As stated in subsection 4.4.4.4 Conclusions, special attention must be paid to areas with steep slopes and highly erodible soils as these areas will be subject to Critical Area buffer expansion. This office recommends adding "adjacent non-tidal wetlands and hydric soils" to the areas subject to expansion.

Again, thank you for the opportunity to provide comments regarding the CBC DEIS Tier I Study. Attached is a Word document with suggested edits to section 4.4.4 as per the comments provided above. If you have any questions, please do not hesitate to contact me at 410.260.3481 or tay.harris@maryland.gov.

Sincerely,

Tay E. Harris

Tay E. Harris
Natural Resources Planner

cc: Nick Kelly, Critical Area Commission
Kathryn Durant, Critical Area Commission

Attachment

File: CBC NEPA DEIS Tier I

4.4.4.2 Corridor 7

Corridor 7 contains approximately 9,810 acres of land that falls within the limits of the Critical Area. The majority is classified as RCA but the corridor also contains relatively high levels of both LDA and IDA (Figure 4-10). Within the western extent, the Critical Area is primarily associated with the Severn River and the western shoreline of the Bay. A large portion of the western extent of Corridor 7, primarily along the northern corridor border, is located outside the limits of the Critical Area. The US Naval Academy is located ~~A large are of CL is mapped within the western portion of Corridor 7,~~ just north of Annapolis, MD. Impacts to the Naval Academy ~~CL~~ are administered under the Coastal Zone Management Act ~~not the Critical Area Program~~. The majority of the section of Corridor 7 that spans Kent Island is located within the limits of the Critical Area and due to the high level of existing development, the majority of IDA identified within Corridor 7 occurs on Kent Island. The eastern extent of the corridor intersects with the Critical Area associated with the Wye River and the south bank of the Chester River.

4.4.4.3 Corridor 8

Corridor 8 contains approximately 8,120 acres of land that falls within the limits of the Critical Area (Figure 4-10). The western extent of Corridor 8 contain relatively little Critical Area with the exception of where the corridor spans the western shore of the Bay. A small area of IDA is also located within the western portion of the corridor, just south of MD 214. The majority of mapped Critical Area associated with Corridor 8 is located within the eastern portion of the Corridor, along the Eastern Shore. RCA constitutes the majority of Critical Area within Corridor 8. Lesser concentrations of LDA were also mapped with the majority occurring within the western portion of the corridor along the Bay.

4.4.4.4 Conclusions

According to the GIS mapping sources, the highest total amount of land in the Critical Area within the CARA is within the limits of Corridor 7. Due to the nature of the proposed project, Critical Area impacts would not be completely avoidable for a new crossing within any of the CARA. Coordination with the CAC Staff and local jurisdictions would be required to evaluate potential impacts and associated mitigation should a corridor alternative be carried forward for further evaluation. During the planning process, special attention must be paid to adjacent non-tidal wetlands and areas with steep slopes, hydric and highly erodible soils as these areas will be subject to Critical Area buffer expansion. The Maryland Assembly enacted the Critical Area Act (CAA) in 1984 to address the increasing pressure placed on the Bay associated with land use and population growth. The CAA allows state and local governments to work together to address land development impacts on aquatic habitats and resources by developing specific local programs that would minimize adverse impacts to water quality caused by pollutants in runoff, conserve fish, wildlife and plant habitat within the critical area, and establish land use policies which would accommodate growth. For any selected corridor alternative, the majority of mapped Critical Area occurs in areas identified as RCA. RCAs consist primarily of natural areas or areas where resource utilization activities are taking place. Because RCAs make up most of the Critical Area and provide the greatest opportunity for meeting the goals of the Critical Area Program, the land use regulations are the most restrictive.

p. 141 of the Draft DEIS I

4.4.4 Chesapeake Bay Critical Area

The Chesapeake Bay Critical Area encompasses land that is within 1,000 feet of the mean high tide line of the bay and adjacent streams and rivers. Within the Critical Area, three land classifications have been designated: Intensely Developed Areas (IDAs), Limited Development Areas (LDAs), and Resource Conservation Areas (RCAs). Intensely Developed Areas comprise of concentrated development and little natural habitat; LDAs comprise of low density to medium or high-density development and natural habitat; and RCAs comprise predominantly of natural habitat with limited low-density development. ~~Each of these areas has specific regulations that dictate future development while accounting for the current surrounding land use and land cover.~~ The Critical Area Law and regulations also include ~~also has two additional areas identified as Corporate Land (CL) and~~ a Federal Land (FED) classification. Development on federal lands must comply with the Coastal Zone Management Act (CZMA), as well as all state and local regulations, which includes the Critical Area Law and regulations. ~~These designations are for lands that are corporately owned or owned by the federal government and are not classified as RCA, LDA, or IDA because activities on these lands are not directly regulated through the state's Critical Area Program but are regulated through the Coastal Zone Management Act .~~ Additionally, in IDAs, LDAs and RCAs, Habitat Protection Areas (HPAs) are identified for the purposes of avoidance and protection, and in certain circumstances, to minimize and offset impacts. The most significant HPA in the ~~The~~ Critical Area ~~Commission (CAC) also regulates~~ is the ~~a~~ Critical Area 100-foot Buffer, which consists of the first 100-feet landward of tidal waters, tidal wetlands, or tributary streams. For further protection, the 100-foot buffer is expanded to include steep slopes, adjacent non-tidal wetlands, ~~and~~ hydric or highly erodible soils. Other HPAs include non-tidal wetlands, threatened and endangered species habitat, species in need of conservation, anadromous spawning waters, and designated and regulated state and local plant and wildlife habitats. These HPAs are protected in cooperation with State and local agencies and are discussed in other sections of the DIES. Figure 4-10 provides a graphic depiction of the location and distribution of Critical Area within the limits of the three study area corridors. This data was obtained from the Maryland iMap GIS data portal. Table 4-26 below provides a breakdown of total area, in acres, of IDA, LDA, and RCA located within the limits of the three study area corridors. Appendix A includes detailed maps of the Critical Area within each corridor.

4.4.4.1 Corridor 6

Corridor 6 contains approximately 4,910 acres of land area that falls within the limits of the Critical Area, the overall majority of which is classified as RCA (Figure 4-10). Within the western extent, the Critical Area is generally limited to the northern and southern edges of the corridor until it spans the Western Shore area of the Bay. The majority of Critical Area within the western extent of Corridor 6 is classified as RCA with lesser concentrations of LDA. One small roughly 50-acre section of IDA was identified within the western portion of the Corridor 6 and was associated with the Long Point neighborhood along Sillery Bay. The eastern portion of Corridor 6 intersects Critical Area along the entire width at the eastern shoreline of the Bay and along both banks of the Chester River. Mapped Critical Area along the Eastern Shore is primarily RCA with lesser concentrations of LDA.

Critical Area Commission Response

The Bay Crossing Study Team appreciates the input provided by the Critical Area Commission (CAC) on the Tier 1 DEIS. MDTA will continue to coordinate with CAC throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

MDTA has opted to apply procedures approved by the Council on Environmental Quality to develop a streamlined Tier 1 FEIS/ROD for the Bay Crossing Study. To achieve this, MDTA prepared an errata of changes to the DEIS rather than reproducing the full text of the DEIS as part of the FEIS. MDTA is therefore applying updates to the DEIS in the FEIS/ROD only for substantial factual revisions (**Chapter 2**) or supplementary analysis (**Chapter 3**) relevant to the comparison of Corridor Alternatives and identification of the PCA.

The Bay Crossing Study Team offers the following responses to the specific comments, as numbered in the CAC's comment letter.

1. A potential future Tier 2 NEPA study would include updating all data sets, including the Critical Area mapping, to reflect the most recent available data at the time a Tier 2 study is conducted.
2. The US Naval Academy campus is located just outside of the limits of Corridor 7; however, MDTA will consider compliance with the Coastal Zone Management Act (CZM) if any potential impacts to the US Naval Academy Campus are identified in a potential future Tier 2 study.
3. A potential future Tier 2 study would include more detailed analysis based on alternative alignments within the Tier 1 selected corridor. MDTA would coordinate with CAC to determine specific designations for Corporate Lands (CL) within any impacted areas in Corridor 7 based on Tier 2 alternatives.
4. MDTA will continue to evaluate both Critical Area lands and CZM lands throughout a potential future Tier 2 study.
5. Section 4.4.4. has been revised to reflect this suggested edit, as noted in **Chapter 2**.
6. Section 4.4.4.4. has been revised to reflect this suggested edit, as noted in **Chapter 2.**

Maryland Department of the Environment Comment

Maryland Department of the Environment

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Ben Grumbles, Secretary
Horacio Tablada, Deputy Secretary

May 4, 2021

Ms. Heather Lowe, Project Manager
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

RE: Chesapeake Bay Crossing – Tier 1 National Environmental Policy Act Draft Environmental Impact Statement (DEIS)

Dear Ms. Lowe:

The Maryland Department of the Environment, Wetlands and Waterways Program (Program) has reviewed the Tier 1 National Environmental Policy Act Draft Environmental Impact Statement (DEIS) dated February 2021 that analyzed corridors 6, 7 and 8 to determine the MDTA – Recommended Preferred Corridor Alternative. The Program acknowledges and is pleased that previous comments have been incorporated in the most recent DEIS.

The Program would like to clarify Chapter 4 Section 4.4.2 specifically page 4-45 and the statement "Tidal wetlands are administered by MDE via COMAR Title 26.24." The Board of Public Works (BPW) authorizes tidal Wetlands Licenses. BPW has delegated to the Program in COMAR 23.02.04.05 certain licensing/permitting decisions and retained others. The BPW allows the Program to directly issue a license for projects that are delegated under COMAR Title 26.24. All other projects, the Program makes a recommendation to BPW as to whether a license should be issued and BPW's Wetlands Administrator makes his own independent review and then submits a recommendation to BPW. The Board votes to grant or deny the license application at one of its open meetings.

Section 4.4.2 should be updated to include water quality certification (WQC) requirements. A section 401 certification is required in Maryland for any federal license or permit that authorizes an activity that may result in a discharge for example U.S. Army Corps of Engineers Permits (Nationwide Permits, Regional General Permits, State Programmatic General Permits, Standard Individual Permits), FERC, USCG, etc. Under section 401 a State's WQC conditions must be incorporated into the federal permit or license.

The project will require a *Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland (*Application) to be submitted. As part of the alternative analysis included in the Application, complete impact information for the preferred alternative and each alternative will need to be provided. This includes quantifying all permanent and temporary impacts to nontidal wetlands, the nontidal wetland buffer (including the expanded buffer, if applicable), tidal wetlands, streams and the 100-year floodplain.

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Chesapeake Bay Crossing – Tier 1 National Environmental Policy Act (DEIS)

Page 2

Permanent impacts to nontidal and tidal wetlands will need to be mitigated. Development of an acceptable mitigation plan will be very important. The Maryland Transportation Authority is highly encouraged to contact MDE's Mitigation and Technical Assistance Section early in the process for nontidal wetlands mitigation and the Tidal Wetlands Division for tidal wetlands mitigation.

Again, the Program appreciates the incorporation of previous comments into the DEIS. If you need any further information or assistance, please do not hesitate to contact me at (443) 286 – 0524 or tammy.roberson@maryland.gov.

Sincerely,

Tammy K. Roberson

Tammy K. Roberson
Division Chief
MDE/WSA/Wetlands and Waterways Program/Tidal Wetlands Division

cc: Sarah Williams, Coastal Resources, Inc.
Ryan Synder, RKK

Maryland Department of the Environment Response

The Bay Crossing Study Team appreciates the input provided by the Maryland Department of the Environment (MDE) on the Tier 1 DEIS. MDTA will continue to coordinate with MDE throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study. In response to specific comments contained in the MDE's comment letter, the Bay Crossing Study Team offers the following response.

- The Study Team has revised **Section 4.4.2** to reflect additional detail and clarification on how the Maryland Tidal Wetlands Act is administered and the role of both MDE and the Board of Public Works in this process, as noted in **Chapter 2** of the FEIS.
- The Study Team added a new paragraph to note the Water Quality Certification (WQC) requirements, as noted in **Chapter 2** of the FEIS.
- MDTA acknowledges the requirements of a *Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland* and anticipates that a potential future Tier 2 study would include additional analysis based on alternative alignments within a Tier 1 selected corridor. At that time, impacts would be quantified for the various alternatives with increasing detail as the project moved through the Tier 2 NEPA process to permitting if a Tier 2 build alternative is selected.
- MDTA appreciates the recommendation regarding mitigation for impacts to Tidal and Nontidal wetlands and recommendation that MDTA consult with MDE's Mitigation and Technical Assistance Section and the Tidal Wetland Division early in the process of developing mitigation options. MDTA will coordinate early and often with MDE's mitigation specialists regarding development of an acceptable mitigation plan if a Tier 2 study is initiated.

Maryland Department of Planning Comment

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

Maryland
DEPARTMENT OF PLANNING

Robert S. McCord, Secretary
Sandy Schrader, Deputy Secretary

May 5, 2021

Heather Lowe
Project Manager
Division of Planning & Program Development
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Re: The Tier 1 Draft Environmental Impact Statement for the Bay Crossing Study

Dear Ms. Lowe:

The Maryland Department of Planning (Planning) has reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing Study (the BCS). Our review focuses on transportation and land use planning issues, including consideration of multimodal transportation facilities or services, direct and indirect effects on land use and growth, communities including environmental justice, local and regional economic resources, and climate change, as well as general environmental resource protection issues.

As a participating agency, Planning provided the Maryland Transportation Authority (MDTA) with input and comments at milestone stages of the BCS as well as on the Draft Socioeconomic and Indirect & Cumulative Effects (ICE) Technical Reports. We appreciate the coordination opportunity with MDTA to assist with the development of the ICE analysis methodology and review the technical report. Planning is pleased to see MDTA addressed our comments in the DEIS and related technical reports.

Staff discussed the review and comments on the DEIS with Planning's management team. We offer the following comments.

Based on the review of the DEIS, Planning notes that among the Corridor Alternatives Retained for Analysis (CARA) (i.e., No-Build Alternative, Corridor Alternatives 6, 7, and 8,), Corridor 7 would best meet the purpose and needs of the BCS. As compared to Corridor 6 and 8, Corridor 7 would likely have lower overall environmental impacts including lower adverse ICE impacts on land uses and associated socioeconomic and natural resources.

As stated above, Corridor 7 would likely have lower ICE impacts as compared to Corridors 6 and 8; however, Corridor 7 with a new or expanded bay crossing and substantial capacity improvements on existing connecting highways would likely have some impacts on land uses, as compared to the No-Build Alternative, and would inevitably have some induced growth and land use effects. MDTA identified Corridor 7 as the MDTA-Recommended Preferred Corridor Alternative (page 5-1).

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Heather Lowe, MDTA
Re: The Tier 1 DEIS for the Bay Crossing Study

If the Tier 1 BCS concludes with the selection of Corridor 7 for a future Tier 2 NEPA study, Planning would like to continue working with MDTA to help address potential induced growth and land use impacts. The state and affected local jurisdictions should make concerted efforts to discourage induced development outside Priority Funding Areas through sustainable growth practices if a build alternative is selected in the future.

In addition, Planning strongly supports the recommendation that a future Tier 2 Bay Crossing NEPA study would further evaluate TSM/TDM measures, the Bus Rapid Transit (BRT), and Ferry Service as part of the preferred corridor alternative recommended by this Tier I NEPA study.

The following are specific comments arranged by the DEIS documentation order:

- Executive Summary
  - Planning noted MDTA will continue to track travel patterns affected by the COVID-19 pandemic (page ES-1). Considering the potential benefits of telework/telecommute on traffic congestion relief and addressing climate change mitigation goals, MDOT, MDE, MPOs, and lawmakers in Maryland are promoting teleworking or telecommuting. In addition, companies and businesses may also permanently expand the use of telework/telecommute based on their COVID-19 pandemic period experiences. It is likely that expanded telework/ telecommute during COVID-19 would partially continue after COVID-19. Planning suggests the project team consider conducting a scenario sensitivity analysis of the likely effects an expanded and sustained level of telework/telecommute participation will have on travel demand on the Bay Bridge.

- Chapter 2 – Purpose and Need
  - Page 2-11: It will be helpful for readers to explain what a PTI of 1.5 or 2.5 means. For example, PTI 1.5 means a traveler would take 50 percent more time for a trip with a 95 percent probability of arriving on time as compared to a free flow traffic condition.

- Chapter 3 - Alternatives Considered
  - Page 3-1: The BCS Alternatives Report does not include Appendix A (Chesapeake Bay Ferry Service Evaluation) and Appendix B (Transit Service Evaluation). These appendices should be included.

  - Page 3-4 (Re: Tie-In Locations): The DEIS should clarify that the logical termini on both sides of the Bay for a Tier 2 BCS would be reevaluated to factor in potential increased traffic impacts on approach highways. It is unclear if traffic impact is a factor for determine the current Tier 1 study's roadway tie-in locations. Nevertheless, a revaluation of the project termini should be conducted for a Tier 2 study.

- Chapter 4 – Affected Environmental and Environmental Consequences
  - Page 4-2 (Re: 4.1.2 Communities and Land Use) and page 23 of the BCS Socioeconomic Technical Report): Planning suggests that the DEIS, including the technical report, include the information on relevant local comprehensive plans and a general evaluation of how Corridor 6, 7, or 8 may or may not be consistent with related local plans. For instance, the current Kent County Comprehensive Plan opposes "any proposal for constructing another bridge crossing of the Chesapeake Bay north of the existing Bay Bridge spans with a terminus in Kent County"(page 101). Thus, Corridor 6 may or may not be consistent with the plan.

- Page 4-5: In the summary paragraph for "4.1.2.1 Community Facilities," the DEIS should point out that Corridor 7 would likely have greater impacts on community facilities.
- Page 4-7 and 4-8 (Re: 4.1.2.4 Community Cohesion) and page 4-126 (Re: 4.9.2.2 Corridor 7): In these two sections, the DEIS should recognize the existing US 301/US 50 is a barrier for communities on both sides of the highway and there is very limited community cohesion. With the expansion of US 301/US 50, Corridor 7 would likely further reduce the ability for multimodal connections between the north and south sides of US 301/US 50; thus, Corridor 7 could further adversely affect community cohesion among communities on both sides of US 301 /US 50. Furthermore, consideration should be given to address the problem experienced by Queen Anne's County's volunteer fire and EMS members accessing their stations and equipment in times of peak traffic, especially when GPS-induced traffic diversions from the preferred route take place that have a negative impact on response times.
- Page 4-84 (Re: 4.4.9 Sea Level Rise): Please note that recently the MCCC calls for "Maryland to adopt more ambitious Greenhouse Gas emissions reduction goals, requiring at least 50 percent reduction by 2030 (up from 40 percent by 2030) and achieving net-zero GHG emissions by 2045." MDTA may add this information in the DEIS.
- Page 4-96 (4.6.5 Greenhouse Gases): Planning encourages MDTA to conduct a quantitative GHG emissions analysis in a future Tier 2 NEPA in coordination with the MPO and MDOT.

- Chapter 5 – MDTA Recommended Preferred Corridor
  - MDTA may consider including the information in Chapter 5 indicating that TSM/TDM, BRT, and Ferry Service would be combined with Corridor 7, if Corridor 7 is selected at the end of the Tier 1 BCS and advanced to a Tier 2 study.

If you have any questions on our comments or wish to discuss these comments further, please contact me through email at chuck.boyd@maryland.gov and Bihui Xu through email at bihui.xu@maryland.gov.

Sincerely,

Charles W. Boyd, AICP
Director, Planning Coordination
Maryland Department of Planning

CC: Val Lazdins, Assistant Secretary for Planning Service, Planning
Michael Bayer, Manager, Infrastructure & Development, Planning
Bihui Xu, Lead Transportation Planner, Infrastructure & Development, Planning
Scott Hansen, Transportation Planner, Infrastructure & Development, Planning
Ken Choi, Manager, Geospatial & Data Analysis, Planning
Joseph Griffiths, Manager, Local Assistance & Training, Planning
Michelle Martin, Assistant Director, OPCP, MDOT

Maryland Department of Planning Response

The Bay Crossing Study Team appreciates the input provided by the Maryland Department of Planning (MDP) on the Tier 1 EIS. MDTA will continue to coordinate with MDP throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

The Bay Crossing Study Team appreciates the assistance that MDP has provided for the DEIS, particularly in development of the Indirect and Cumulative Effects (ICE) assessment. MDTA would continue to evaluate potential direct and indirect effects on land uses as a result of a new crossing in a potential future Tier 2 NEPA study. MDTA would continue to solicit data, input and expertise from MDP in developing a methodology and analysis for identifying potential induced growth effects in a Tier 2 study.

Executive Summary

As discussed in **Chapter 3.1** of this FEIS, traffic volumes at the Bay Bridge dropped during the initial months of the pandemic in the Spring of 2020 and have been gradually increasing since that time. If a Tier 2 NEPA Study is performed, the continuing impacts of the pandemic and recovery would be assessed in that Study. Updated traffic volume data would be collected and analyzed to establish a then-current baseline, and that baseline would be used in the calibration of an updated travel demand model which would be used to forecast future traffic volumes. As with this Tier 1 EIS, the updated travel demand model used in Tier 2 NEPA would be based upon the travel demand models in use by regional and State planning agencies at that time. Those regional and State models would use updated forecasts of population and employment. It is anticipated that those models would either include or would be adapted as part of the Tier 2 NEPA Study to incorporate long-term changes in travel behavior, to the extent that those long-term changes are understood at that time.

Chapter 2 - Purpose and Need

DEIS Section 2.2.2 provides explanation of Planning Time Index (PTI). As noted on page 2-11 of the DEIS, "The PTI represents the 95th percentile travel time for a section of the transportation network and is considered the total time travelers should allow for trips to assure on-time arrival at destinations. Statewide PTI are categorized as Reliable (PTI less than 1.5), Moderately Unreliable (PTI between 1.5 and 2.5) and Highly to Extremely Unreliable (PTI above 2.5)."

Chapter 3 - Alternatives Considered

The appendices to the BCS Alternatives Report are available on the project website at https://baycrossingstudy.com/nepa-process/alternatives-screening.

Clarification regarding corridor tie-in locations is provided on Page 1-6 of the DEIS. "The length and exact limits of the two-mile wide corridor alternatives analyzed in Tier 1 will not be binding for a project-level Tier 2 analysis, depending on the corridor alternative selected, the proposed project engineering design, and the nature of the key resources identified within that corridor. The corridor alternative decision in Tier 1 will assist with the future identification of logical termini for a potential new crossing by establishing potential connections to the existing transportation network. The Tier 2 analysis will focus on alternatives within a selected corridor to the maximum extent practicable. It is possible that changes to the termini

of a potential new crossing or alignment shifts to avoid and minimize impacts could require minor adjustments to the definition of a corridor selected following the Tier 1 analysis."

Chapter 4 - Affected Environment and Environmental Consequences

Information on the consistency of the Corridor Alternatives with local comprehensive plans is included in the Indirect and Cumulative Effects (ICE) Technical Report, Section 4.1.1.2.

The potential for greater impacts on community facilities from Corridor 7 is noted in DEIS Section 4.9.2.

Discussion of the effects of the existing US 50/301 facility as a barrier to community cohesion, along with potential cumulative effects of new capacity in Corridor 7, are included in the ICE Technical Report, Section 6.4.1.

Additional discussion of climate change, sea level rise and greenhouse gas emissions has been developed for this FEIS, and is included in **FEIS Section 3.2**. MDTA would determine during a potential future Tier 2 study whether quantitative analysis for greenhouse gas emissions is warranted and practicable.

Chapter 5 - MDTA Recommended Preferred Corridor

It is noted under **DEIS Section 3.3.1** that several of the MOA including TSM/TDM, Ferry Service, and BRT would continue to be evaluated in combination with a new crossing (and other MOA) in a potential future Tier 2 study.

Department of the Interior – National Park Service and US Fish and Wildlife Service Comment

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
5 Post Office Square, Suite 18011
Boston, Massachusetts 02109

May 6, 2021

9043.1
ER 21/0087

Jeanette Mar
Federal Highway Administration
George H. Fallon Building
31 Hopkins Plaza, Suite 1520
Baltimore, Maryland 21201

Subject: Tier 1 Draft Environmental Impact Statement
Chesapeake Bay Crossing Study
Maryland

Dear Ms. Mar:

The U.S. Department of the Interior (Department) reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing Study (Study) in Maryland. The Study intends to assess the potential environmental impacts of addressing congestion at the Chesapeake Bay Bridge, which could result in added capacity at the existing bridge or at a new location across the Chesapeake Bay. The following comments on this project are offered for your consideration.

SECTION 4(F) EVALUATION COMMENTS

The Department appreciates your efforts to coordinate with various agencies regarding this project and the development of the Section 4(f) Evaluation, and we encourage continued coordination with other agencies and tribes throughout the life of this project. The Department also understands that due to the large geographic scale of the Tier 1 DEIS that determining effects on Section 4(f) resources is not feasible at this time in the process. We understand that in the Tier 2 NEPA document, a project-level Section 4(f) evaluation will be completed, and so, the Department will provide comments on the Section 4(f) evaluation at that time.

In addition, the Department looks forward to working closely with the Federal Highway Administration (FHWA) in its Tier 2 NEPA analysis to avoid, minimize, or mitigate any impacts to Departmental resources. Comments submitted by the National Park Service (NPS) and the U.S. Fish and Wildlife Service (Service) follow.

DEIS COMMENTS

National Park Service

The NPS reviewed the Tier 1 DEIS and acknowledges this is the first step to narrow down potential areas to study further in the Tier 2 NEPA analysis. We note that the DEIS is a Tier 1 NEPA document that discusses 14 possible bridge corridors within the Bay and narrows the preferred corridor down to 3 corridors that FHWA will carry forward for a Tier 2 NEPA document to be published at a future time. NPS interests located within the Chesapeake Bay and its watershed for you to consider as you move into the Tier 2 NEPA analysis of the Study are presented below.

NPS Resources

The Captain John Smith Chesapeake National Historic Trail is the first water trail designated under the National Trails System Act [16 U.S.C. 1244(a)]. The trail route extends throughout the Chesapeake Bay including its major tributaries. Its purpose is to commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609; to share knowledge about the American Indian societies and cultures of the seventeenth century; and to interpret the natural history of the Bay (both historic and contemporary). In addition, the NPS administers the Star-Spangled Banner National Historic Trail, which traverses almost all of the Chesapeake Bay north of the Potomac River confluence to Havre de Grace, MD; while the Captain John Smith Chesapeake National Historic Trail route extends south all the way to the bay's confluence with the Atlantic Ocean. Both trails advance recreational experiences along their routes and Captain John Smith Chesapeake National Historic Trail seeks to conserve resources along the route reflective of the early 17th century. The Tier 2 analysis should evaluate the effects the project might have on these trail resources and experiences.

The Harriett Tubman Underground Railroad National Historical Park is located near Cambridge in Dorchester County, Maryland. The NPS provides the following description:

> The national historical park boundary encompasses an approximately 25,000-acre mosaic of federal, state, and private lands in Dorchester County, Maryland. It includes large sections of land that are significant to Tubman's early years and evokes her life while enslaved as well as a conductor on the Underground Railroad…You won't see Harriet Tubman represented here in structures and statues; rather, she is memorialized in the land, water, and sky of the Eastern Shore where she was born and where she returned again and again to free others.[1]

Any direct and indirect impacts and effects on the National Historical Park and the heritage of Harriet Tubman's landscapes should be identified and assessed during the Tier 2 NEPA document development.

[1] Harriet Tubman Underground Railroad, https://www.nps.gov/hatu/learn/upload/HATU-Unigrid_2-26-13.pdf

The NPS also manages the Chesapeake Bay Gateways and Watertrails Network as directed by congress in the *Chesapeake Bay Initiatives Act of 1998*.[2] Chesapeake Gateways is a network of over 300 places, and their partners, providing opportunities to enjoy, learn about and help conserve the Chesapeake Bay and its watershed. Included in the network are assorted natural, cultural, historical and recreational sites, trails, museums, parks, refuges and interpretive and orientation facilities. These places, and the network as a whole, serve as entry points, stewardship leads, and the key guides for experiencing the Chesapeake watershed. There are several Chesapeake Gateways sites within the three preferred corridors. Holly Beach Farm, an important bayfront property and one of the first sites protected for environmental/cultural conservation and public access associated the Chesapeake Gateways program, is located in Anne Arundel County adjacent to US 50/301 and just south of the existing Chesapeake Bay bridge crossing. The NPS and its partners request a review of any impacts and effects on Holly Beach Farm and the many other Chesapeake Gateway sites.

The National Register of Historic Places is administered by the NPS and since its inception in 1966, more than 95,000 properties that Americans believe are worthy of preservation have been listed in the National Register. The NPS notes that there are dozens of individually listed properties as well as several National Historic Districts within the preferred corridors. Any direct and indirect impacts and effects to these listings should be evaluated during the Tier 2 NEPA document development.

In addition, the NPS administers more than fifty units of the national park system within the Chesapeake Bay watershed. As such, the NPS is a long-standing partner in the Chesapeake Bay Program (CBP) and plays a role in coordinating collaborative action toward advancing *Executive Order 13508*[3] and several goals in the *2014 Chesapeake Bay Watershed Agreement*,[4] including land conservation and public access. The NPS leads collaborative efforts among regional partners to identify and prioritize public access and land conservation objectives to support the watershed restoration partnership. Coordination and consultation with NPS and its partners will be essential in identifying and evaluating the effects a proposed new crossing might have on land conservation priorities and other watershed restoration objectives under the agreement.

Potential Impacts to NPS Resources

Since there are no specific, detailed crossing designs and alignments discussed at this time, we cannot offer any specific comments on potential impacts to NPS resources. As FHWA moves into the Tier 2 NEPA analysis for the Study, which will include specific alignments of a new crossing, the NPS will be able offer specific input in the identification and evaluation of impacts to NPS resources and interests at that time. The NPS acknowledges that the avoidance, minimization, and mitigation strategies for natural and cultural resource impacts will be discussed in detail in the Tier 2 NEPA analysis, and we look forward to participating in that process as it pertains to NPS resources and interests. In addition, we also look forward to further

[2] https://www.govinfo.gov/content/pkg/COMPS-11554/pdf/COMPS-11554.pdf
[3] https://www.federalregister.gov/documents/2010/05/11/2010-11143/executive-order-13508-chesapeake-bay-protection-and-restoration-section-203-final-coordinated.
[4] https://www.chesapeakebay.net/documents/FINAL_Ches_Bay_Watershed_Agreement.withsignatures-HIres.pdf

details on the evaluation of indirect impacts from the proposed road corridor itself as well as cumulative impacts associated with subsequent development within the proposed corridor.

The NPS further acknowledges that a preliminary environmental justice assessment was completed in the Tier 1 NEPA document, and we understand that a more detailed analysis will be required to determine whether disproportionately high and adverse impacts on low income and/or minority populations could result from the proposed project. We encourage FHWA to identify and address potential environmental justice impacts associated with the three preferred corridors in the Tier 2 NEPA document. The NPS has specific Environmental Justice responsibilities under our role with the CBP. The NPS Chesapeake Office coordinates and leads the CBP's Diversity Workgroup which recently issued a Diversity Equity Inclusion & Justice (DEIJ) strategy adopted by the CBP Executive Council. The Executive Council also signed a DEIJ statement that includes the following passage: "Just as natural ecosystems depend on biodiversity to thrive, the long-term success of the Chesapeake Bay restoration effort depends on the equitable, just and inclusive engagement of all communities living throughout the watershed".

Issues of Concern

It was stated in the DEIS that the installation of all electronic tolling in the Spring of 2020 would be discussed further in the Tier 2 NEPA analysis and possibly change the results of the congestion models, travel times, or the need for a new crossing. Another option that was not discussed in the DEIS was a discussion of removing tolls altogether and how that would factor into congestion, travel times, or the need for a new crossing. A further clarification of the need of a new crossing and how it relates to the topic of tolling should be included in the Tier 2 NEPA analysis.

In addition, public access is an important issue for the NPS and we recommend that the NEPA Tier 2 document address any impacts or improvements to equitable public access to the various public lands and other open space within the area of assessment. Furthermore, there is no discussion in the document on what happens to the existing Bay Bridge after a potential new crossing is completed and we hope this question is addressed as you move into the Tier 2 NEPA analysis.

U.S. Fish and Wildlife Service

The Service has reviewed the DEIS and Natural Resources Technical Report (NRTR) and is providing the following comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 *et seq.*), the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and the Coastal Barrier Resources Act of 1982 (98 Stat. 1653; 16 U.S.C. 3501 *et seq.*).

Section 7 Endangered Species Act (ESA)

Two federally threatened species, one candidate species, and two petitioned species may occur within Corridor Alternative Retained for Analysis (CARA) 6, 7, and 8.

The federally threatened northern long-eared bat (NLEB; *Myotis septentrionalis*) may be present within CARA 6, 7, and 8. NLEB is a temperate, insectivorous migratory bat that hibernates in mines and caves during the winter and spends summers in wooded areas. FHWA should coordinate with the Service to determine if the project is consistent with the *Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat*[5] *and Activities Excepted from Take Prohibitions*[6] and can be used to fulfill your Section 7(a)(2) consultation requirements for the species. The Service recommends acoustic, mist netting, and radio-tracking surveys for NLEB be conducted and if the species is present implementing a time-of-year restriction for tree clearing to avoid the pup season (May 1 through July 31) to fulfill voluntary Section 7(a)(1) requirements to further conserve NLEB.

The monarch butterfly (*Danaus plexippus*) may be present within CARA 6, 7, and 8. The Service completed a species status assessment and designated the monarch butterfly as a candidate species in December 2020. Candidate species warrant Endangered Species Act (ESA) listing but are precluded from listing by other higher priority listing activities. Candidate species have no statutory protections under the ESA, but a species status review is required each year until the Service undertakes a proposal to list or makes a not-warranted finding.

The spotted turtle (*Clemmys guttata*) may be present within CARA 6, 7, and 8. The spotted turtle has been petitioned for Federal listing under the ESA and the Service is conducting a species status assessment and anticipates making a listing decision by September 2023. Spotted turtles favor shallow water, vegetated wetlands, but can also be found in upland areas and forest during their active season.

The saltmarsh sparrow (*Ammospiza caudacuta*) may be present within CARA 7. The saltmarsh sparrow is a medium-sized sparrow identified by its streaky brown and gray plumage and distinctive face with gray cheeks outlined in pale orange. The saltmarsh sparrow has been petitioned for Federal listing under the ESA. The Service is conducting a species status assessment and anticipates a listing determination by September 2023.

The federally threatened eastern black rail (*Laterallus jamaicensis jamaicensis*) may be present within CARA 6, 7, and 8. The eastern black rail is a small, highly secretive marsh bird that primarily inhabits the high marsh areas of coastal wetlands in Maryland. Males and females are similar in size and adults are generally pale to blackish gray, with a small blackish bill and bright red eyes. The Service is conducting yearly eastern black rail surveys. Please update the species list for this project in the Information for Planning and Consultation (IPaC) application every 90 days to determine if the eastern black rail is within CARA 6, 7, or 8.

The species list and distribution of Federal endangered and threatened species are updated as new information becomes available. Therefore, the Service recommends FHWA obtain an updated project species list using the IPaC application every 90 days to verify its accuracy.

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[5] https://www.fws.gov/midwest/endangered/section7/batbo/16_NLEBRange_Final4d010520l6.pdf

[6] https://www.fws.gov/midwest/endangered/mammals/nleb/KeyFinal4dNLEBFedProjects.html

DEIS and NRTR

DEIS pages 3 through 10. Coastal Barrier Resources Act (CBRA) protected lands is listed as a corridor alternative screening factor but does not appear to be used as a screening factor in the DEIS or the NRTR. The CBRA limits Federal expenditures and financial assistance which have the effect of encouraging development on designated coastal barriers, and CBRA designated lands are present within the study area, including at Eastern Neck Island, Kent Island, and Eastern Bay.

NRTR page 13. The Lacey Act is incorrectly spelled as the Lacy Act.

NRTR page 15. The IPaC application also identifies presence of Service lands including National Wildlife Refuges within a specific study area.

NRTR. The Bald and Golden Eagle Protection Act is administered by the Service. Please contact the Service's Regional Migratory Bird Permit Office at (413) 253-8643 or permitsR5MB@fws.gov if an incidental take permit may be required.

NRTR page 18. The NRTR states the Service prohibit submerged aquatic vegetation (SAV) disturbance between March and June. SAV provide important habitat for many Service trust resources, and we may recommend best management practices including time-of-year restrictions to protect SAV, but the Service does not prohibit SAV disturbance.

NRTR page 60. American eels (*Anguilla rostrata*) live in fresh and estuarine waters and migrate into marine waters to spawn and are a species of management concern. Therefore, American eels should be included in the list of diadromous species occurring in the Chesapeake Bay.

Thank you for your attention to our concerns for the Chesapeake Bay and the Department of Interior resources located within the bay and its watershed. The Department looks forward to continuing to participate in the NEPA process. For further information on NPS comments, please contact Mark Eberle, National Park Service, at 215-597-1258 or mark_eberle@nps.gov. For questions regarding Service comments, please contact Ray Li, U.S. Fish & Wildlife Service, at ray_li@fws.gov. Please contact me at (617) 223-8565 if I can be of further assistance.

Sincerely,

ANDREW RADDANT
Digitally signed by ANDREW RADDANT
Date: 2021.05.07 11:51:09 -04'00'

Andrew L. Raddant
Regional Environmental Officer

Department of the Interior – National Park Service and US Fish and Wildlife Service Response

The Bay Crossing Study Team appreciates the input provided by the Department of the Interior (DOI) on the Tier 1 DEIS. MDTA will continue to coordinate with NPS and USFWS throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

DOI noted the project will require Section 4(f) evaluation in a future Tier 2 NEPA study. MDTA will coordinate with DOI on the Section 4(f) evaluation if a Tier 2 study is initiated.

National Park Service (NPS) Resources

Regarding the identified resources within the three Corridor Alternatives Retained for Analysis (CARA), the Bay Crossing Study Team would like to clarify that this Tier 1 FEIS identifies Corridor 7 as the Preferred Corridor Alternative (PCA) that would be carried forward for a future Tier 2 NEPA study. The remaining two corridors (6 and 8) included in the CARA would not be included in a future Tier 2 NEPA.

MDTA would coordinate with NPS when evaluating any potential effects on NPS resources during a potential future Tier 2 NEPA study. Direct impacts are not anticipated to The Harriet Tubman Underground Railroad National Historical Park, as it is not located within the PCA.

Coordination and consultation with NPS and its partners are recommended to identify and evaluate the effects a proposed new crossing might have on land conservation priorities and other watershed restoration objectives under the *2014 Chesapeake Bay Watershed Agreement*. MDTA would coordinate with NPS when evaluating potential effects on the goals of the agreement during a future Tier 2 NEPA study.

MDTA would evaluate environmental justice impacts only within the PCA (Corridor 7) in any future Tier 2 NEPA study and will coordinate with NPS regarding potential effects to the goals of the Chesapeake Bay Program's Diversity Equity Inclusion & Justice strategy during any future Tier 2 NEPA study. Supplementary environmental justice analysis is included in **Section 3.3** of this FEIS.

Supplementary traffic analysis discussion related to effects of the COVID-19 pandemic and implementation of all-electronic tolling (AET) at the existing Bay Bridge is included in **Section 3.1** of this FEIS. In addition, NPS requests MDTA include a discussion on what happens to the existing Bay Bridge after a new crossing is completed in the future Tier 2 NEPA study. MDTA would update existing conditions and projections for a potential future Tier 2 traffic analysis. A Tier 2 study would also include discussion of the existing Bay Bridge's future if a new crossing is completed.

U.S. Fish and Wildlife Service (USFWS)

USFWS indicated that two federally threatened species, one candidate species, and two petitioned species may occur within the CARA. USFWS recommends FHWA update the species list for the Tier 1 and any future Tier 2 NEPA study in the Information for Planning and Consultation (IPaC) to verify its accuracy. MDTA would obtain an updated species list through the IPaC application for any future Tier 2 NEPA study.

USFWS noted Coastal Barrier Resources Act (CBRA) protected lands. CBRA-protected lands were evaluated within each of the Corridor Alternatives as part of the screening documented in the BCS Alternatives Report. MDTA acknowledges that CBRA limit Federal expenditures and financial assistance and will coordinate with USFWS regarding CBRA lands in any future Tier 2 NEPA study.

Although MDTA does not plan to update technical reports included in the Tier 1 DEIS, changes related to the Natural Resources Technical Report would be reflected in any technical report supporting a future Tier 2 study. USFWS noted several clarifications to the Natural Resources Technical Report. First, USFWS noted that the Lacey Act is incorrectly spelled as the "Lacy Act." Second, USFWS noted the IPaC application also identifies presence of Service lands including National Wildlife Refuges within a specific study area. Third, USFWS noted the NRTR states the Service prohibits submerged aquatic vegetation (SAV) disturbance between March and June. The Service may recommend best management practices including time-of- year restrictions to protect SAV, but the Service does not prohibit SAV disturbance. Fourth, USFWS stated American eels should be included in the list of diadromous species occurring in the Chesapeake Bay found in the NRTR.

MDTA will coordinate with USFWS regarding the potential need for an incidental take permit during the Tier 2 NEPA Study and work with the Regional Migratory Bird Permit Office if it is determined that impacts to migratory birds would make a permit necessary.

Maryland Department of Natural Resources Comment

MARYLAND DEPARTMENT OF NATURAL RESOURCES

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor
Jeannie Haddaway-Riccio, Secretary
Allan Fisher, Acting Deputy Secretary

May 10, 2021

Heather Lowe, Project Manager
Maryland Transportation Authority
Division of Planning and Program Development
2310 Broening Highway
Baltimore MD 21224

Re: DNR comment to Bay Crossing Study Draft Environmental Impact Statement, dated February 2021

Dear Ms. Lowe,

DNR has received and reviewed the Draft Bay Crossing Study EIS, and is sending this email to provide comments to the study team:

All three CARA options encompass areas of the Chesapeake Bay with a high density of recreational boating, commercial fishing, and commercial shipping traffic. All in water activity should be coordinated with the US Coast Guard Sector Baltimore to properly alert mariners. The boat launch and entrance channel at Sandy Point State Park in Corridor 7 is a highly trafficked area, and of particular interest to DNR. Please refer to Maryland Park Service comments below for more information on this resource. Proposed construction may require buoy relocations or temporary boating speed zones which would need to be coordinated with Federal Agencies.

The Maryland Park Service has reviewed the Bay Crossing Study Tier 1 Environmental Impact Statement as provided. Of utmost concern are any potential impacts to Sandy Point State Park. Please consider the following:

- Over the past 5 years, Sandy Point has welcomed over 1 million day use visitors annually, with those numbers rising each year.
- Sandy Point is the site of numerous annual events attended by thousands of people including the Special Olympics Polar Bear Plunge, the Chesapeake Bay Blues Festival and the Seafood Festival. There are no similar venues nearby with adequate infrastructure that could meet the same purpose.
- Substantial public investment has been made at Sandy Point, including funding through the National Park Service (Land and Water Conservation Fund as well as other programmatic funds) along with State capital investments through the Natural Resources Development Fund.
- State has invested $5 to 10 million in the boating facility alone at Sandy Point within the last decade. Sandy Point represents one of the only public boat launches in Anne Arundel County and is by far the largest with the most direct access to the Bay.
- The Natural Resources Police and Anne Arundel County Fire Department utilize the Sandy Point Marina as the base for their marine crews for emergency response, often to the base of the Bay Bridge itself to respond to accidents and injuries from the bridge.
- The entrance channel to the marina is directly adjacent to the base of the existing bridge. Additional bridge or tunnel infrastructure could require modification to this entrance and the marina in general.
- The park's water tower (providing water for the entire park) is directly adjacent to the existing entrance channel.

Due to the potential for substantial impacts to recreation, park infrastructure, aesthetics, natural resources and sensitive habitats, any future Tier 2 studies should provide clear and up to date information including:

1. An up-to-date assessment of the current and projected use of Sandy Point as a regional outdoor recreation destination.
2. Assessment of costs and available locations for similar replacement lands and outdoor recreation opportunities including swimming and fishing beaches, picnic areas and boating/fishing access. Such costs and locations should also include the infrastructure needed to support such uses such as water and sewer services,

Tawes State Office Building – 580 Taylor Avenue – Annapolis, Maryland 21401
410-260-8DNR or toll free in Maryland 877-620-8DNR – *dnr.maryland.gov* – TTY Users Call via the Maryland Relay

bathhouses, concession stand, parking, roads, etc. Any future project should ensure no net loss of recreation acreage or opportunities. Such facilities would need to be in place prior to any impacts to current facilities.

3. An assessment of tidal and nontidal wetlands, forests, Critical Area buffers, mitigation areas, streams and trails.

Any impacts to DNR managed land will require direct coordination with DNR as project planning and review continues, this will include engaging in DNR's Internal Review process.

Please consider evaluating a full tunnel alternative in the Tier 2 Study. This would benefit cost comparisons with the full span and bridge-tunnel engineering options used in the Tier 1 study. Including a full tunnel option in Tier 2 would also allow the project team to evaluate tunnelling as impact avoidance and minimization in Corridor 7 for public lands impacts Sandy Point and Terrapin Park), property ownership constraints (Bay Bridge Airport), natural resource impacts for in water construction, time of year restrictions from in- water construction; and minimizing mitigation and permitting requirements.

DNR appreciates that comments provided by DNR Wildlife and Heritage Service in April 2020 were incorporated into this report. Additional coordination may be needed as Tier 2 studies progress.

The Maryland Department of Natural Resources, Fishing & Boating Services, is responsible for managing commercial and recreational fishing and shellfish aquaculture production in the State. A diverse range of resident and migratory finfish and shellfish species inhabit tidal portions of the Chesapeake Bay and its tributaries; these may be adversely affected by this project. Many of these species sustain valuable commercial and recreational fisheries and aquaculture industry. DNR's management objective is to maintain sustainable fisheries by using biological, technical, and socio-economic data to develop science-based management strategies for commercial, recreational, ecological and economically important species. For the purpose of this general scoping exercise, we have identified the following categories and types of natural resource issues that MDTA should include in the Tier 2 study. They include, but are not limited to: commercial fisheries (including but not limited to: blue crabs, striped bass, oysters, clams, white perch and menhaden); recreational and charter fisheries (including but not limited to: striped bass, white perch, spot, croaker, red drum, black drum, weakfish, largemouth bass, smallmouth bass, walleye); forage fish (including but not limited to: menhaden, and bay anchovies); shellfish restoration areas; shellfish aquaculture leases; rare, threatened, and endangered aquatic species; recreational boating; and commercial navigation. The Maryland Department of Natural Resources, Fishing & Boating Services looks forward to working with you on this project.

Time of year restrictions for in water work will be coordinated at the Tier 2 level due to the multiple resources involved. The proposed project will impact both tidal and non-tidal fisheries resources. As design progresses, DNR will also have concerns over appropriate stormwater design, sediment and erosion control and aquatic animal passage for new construction and widened/ altered road crossings of streams. To minimize impact to water quality, DNR requests that runoff from bridge scuppers be diverted and possibly treated to not directly enter the waterway.

The following are some report specific comments for your consideration:

- Section 2.4, bulleted list on page 2-17- Fishery resources and public parks are important resources around the preferred alternative, these should be named as natural resources that will be considered in the Tier 2.
- Section 4.1.2 – When discussing Corridor 7, it may be important to note that the existing bridge alignment is adjacent to community or public facilities- specifically Sandy Point State Park, Terrapin Nature Park, and Bay Bridge Airport as important features adjacent or neighboring the existing crossing corridor.
- Section 4.3.8 – Please note that Sandy Point State Park is under Land and Water Conservation Fund (LWCF) 6(f) compliance, as there has been assistance through development and acquisition projects at the park and LWCF protections are in perpetuity. Any lands under LWCF 6(f) compliance are required to be used for public outdoor recreation opportunities. Because of this, if land use changes for any parcel, the applicant may be required to find replacement land to fulfill the Department of Interior's conversion requirements. If land use is proposed to change, it is necessary that the applicant coordinate with the appropriate units at DNR. Please contact DNR for additional information if impacts are anticipated.
- Section 4.4 – The administrative draft of the DEIS circulated in May 2020 included a section for Public Lands (Section 4.4.5, May 2020) which seems to be absent in this 2021 DEIS version. DNR appreciates the inclusion of the 4(f) and

6(f) resources in Section 4.3; however, these do not seem to address all the lands/ acreage discussed in the old Public Lands section in the 2020 DEIS version.

- Section 4.4.2.1- DNR appreciates MDOT acknowledging that the Severn River is classified as a State designated Scenic and Wild. However, please correct the term used in the text; the DEIS states that it is "Wild and Scenic". Please continue to coordinate with DNR regarding design impacts to the Severn River and its viewshed as design progresses.
- Section 4.4.4.2- The Corporate Land (CL) areas in Corridor 7 appear to be the incorporated areas of the City of Annapolis. Similar to the CL areas around Rock Hall. Additional definition or clarification of "CL lands" may be needed.
- Section 4.4.7 – Regarding Natural Oyster Bar and oyster sanctuary presence withing the CARA—please note that instream work within 500 yards of oyster resources may be subject to time of year restrictions. These will be coordinated at the Tier 2 level of study. It is expected that impacts to oyster resources will be avoided as design progresses.
- Section 4.10 – Tier 2 coordination with DNR should also include (but is not limited to) tidal and non-tidal fisheries coordination (including commercial, recreational, and charter fisheries impact avoidance), instream time of year restrictions, and State- listed rare, threatened, and endangered species coordination. DNR fisheries of concern include both finfish and shellfish.

DNR does not oppose the proposed recommended alternative (Corridor 7). DNR requests input for study scoping for the Tier 2 analysis so that concerns regarding tidal and nontidal fisheries; Sandy Point State Park resources; recreational, charter, and commercial fisheries; rare species; navigation, and other resources are addressed. Any impacts to DNR managed land will require review through DNR's Internal Review process. Additionally, DNR may have comments and suggestions for mitigation associated with this project and looks forward to coordinating when appropriate. Thank you for the opportunity to review and comment. Please feel free to contact me to discuss these comments or for further coordination.

Sincerely,

Gwen Gibson

Gwen Gibson
Maryland Environmental Service/ SHA Liaison
Environmental Review Program
Department of Natural Resources

Maryland Department of Natural Resources Response

The Bay Crossing Study Team appreciates the input provided by the Maryland Department of Natural Resources (MDNR) on the Tier 1 DEIS. MDTA will continue to coordinate with MDNR throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

MDTA has opted to apply procedures approved by the Council on Environmental Quality to develop a streamlined Tier 1 FEIS/ROD for the Bay Crossing Study. To achieve this, MDTA prepared an errata of changes to the DEIS rather than reproducing the full text of the DEIS as part of the FEIS. MDTA is therefore applying updates to the DEIS in the FEIS/ROD only for substantial factual revisions (**Chapter 2**) or supplementary analysis (**Chapter 3**) relevant to the comparison of Corridor Alternatives and identification of the PCA.

MDTA acknowledges the importance of Sandy Point State Park and recognizes the need to avoid and minimize impacts at the park. A future Tier 2 study would include detailed evaluation of alternative alignments within the PCA (Corridor 7). The comparison of such alternatives would consider the potential for impacts to Sandy Point State Park. Furthermore, pursuant to the requirements of Section 4(f), any use of the park property would include evaluation of feasible and prudent avoidance alternatives, coordination with the officials with jurisdiction, and all possible planning to minimize harm to Sandy Point State Park and any other identified Section 4(f) resource within the study area.

MDTA did not evaluate a tunnel-only configuration in the Tier 1 study due to the anticipated high cost of a tunnel-only crossing.

MDTA appreciates the suggested categories and types of natural resources issues that MDNR Fishing & Boating Services has provided for inclusion in a Tier 2 study. MDTA will retain this list for consideration during the scoping phase of a potential future Tier 2 study; and would also continue coordination with MDNR during a Tier 2 study.

Responses to report-specific comments are included below.

- Fishery resources and public parks will be considered in Tier 2; the list in Section 2.4 of the DEIS provides examples but is not an exhaustive list of all resources to be evaluated.
- The presence of community facilities in close proximity to the Bay Bridge and US 50/301 is noted in DEIS Section 4.9.2.2.
- Potential impacts to properties protected by Section 6(f) would be considered in a potential future Tier 2 study.
- The Section 4(f) discussion included in the published DEIS includes consideration of all known parks and wildlife refuges properties within the corridor alternatives. Some changes relative to the previous administrative draft reviewed by MDNR in May 2020 are reflected in the published DEIS based on refinement of the environmental inventory calculations, agency comments on the draft, and other updates implemented prior to publication. Additional discussion of public lands is also included in the Natural Resources Technical Report, Section 5.4.
- As noted in Chapter 2 of the FEIS, the reference to the Severn River as a State designated Scenic and Wild river has been corrected. MDTA would continue to coordinate with MDNR regarding impacts and the river's viewshed in a potential future Tier 2 study.

- More detailed discussion of Chesapeake Bay Critical Areas, including updated data and classification as needed, would be included in a potential future Tier 2 study.
- Further analysis of oyster bar and oyster sanctuaries, including efforts to avoid and minimize impacts to these resources, would be conducted during a future Tier 2 study.
- MDTA would coordinate with MDNR during a potential future Tier 2 study regarding tidal and non-tidal fisheries, instream time of year restrictions, State-listed RTE species, and DNR fisheries of concern.

National Oceanic and Atmospheric Administration – National Marine Fisheries Service Comment

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

May 10, 2021

Jeanette Mar
Environmental Program Manager
USDOT Federal Highway Administration
31 Hopkins Plaza, Suite 1520
Baltimore, Maryland 21201

RE: Chesapeake Bay Crossing Study: Tier 1 National Environmental Policy Act Draft Environmental Impact Statement (DEIS)

Dear Ms. Mar:

We received the February 23, 2021, letter from the Maryland Transit Authority (MDTA) notifying us of the availability of the Chesapeake Bay Crossing Study: Tier 1 National Environmental Policy Act Draft Environmental Impact Statement (DEIS). The MDTA is preparing the EIS in coordination with the Federal Highway Administration (FHWA) in accordance with the National Environmental Policy Act (NEPA). The purpose of the Tier 1 study is to consider multiple corridors for providing additional traffic capacity and access across the Chesapeake Bay. The Tier 1 study will initiate the NEPA process with the goal of narrowing the scale and scope of this complex project prior to more detailed analysis in a future Tier 2 NEPA analysis. This DEIS considered a No-Build Alternative and three potential two-mile wide corridor alternatives previously identified as Corridor Alternatives Retained for Analysis (CARA) as a result of the screening process applied to 14 initial corridors previously identified.

In this DEIS, Corridor 7 which contains existing US 50/301 and the associated Gov. William Preston Lane Jr. Memorial Bridge is designated as the MDTA Recommended Preferred Corridor Alternative (RPCA). Several reasons for this designation were described including greater estimates of congestion relief and the potential for fewer environmental impacts to Chesapeake Bay aquatic resources. The latter argument is based in large part on the fact that this corridor offers the shortest distance to cross the Chesapeake Bay and will thus may result in a smaller overall in-water footprint. Furthermore, it is suggested that cumulative and indirect impacts may be fewer due to the ability of this corridor to integrate with existing highway infrastructure (i.e., US 50/301).

FHWA and MDTA are soliciting input on this Tier 1 DEIS to inform the development of a Final Environmental Impact Statement (FEIS) and subsequent issuance of a Record of Decision (ROD) identifying the Tier 1 selected alternative. While the action of selecting a preferred

corridor does not necessitate the initiation of the Tier 2 NEPA process, it does substantially narrow the scope of the NEPA process should it continue. Completion of the Tier 1 process facilitates the consideration of different alignments within that defined area which will require further coordination with us and other resource agencies to ensure that impacts are avoided, minimized, and otherwise compensated for. We understand that this Tier 2 process will retain Transportation System Management (TSM)/ Travel Demand Management (TDM), and Bus Rapid Transit (BRT) as alternatives in combination with other alternatives (i.e., Corridor 7, No Action). We offer the following comments to assist in the development of these Tier 1 documents and ensure that they accurately reflect the NOAA trust resources present and consider potential direct, indirect, and cumulative impacts to those resources.

Magnuson Stevens Fisheries Conservation and Management Act (MSA) and Fish and Wildlife Coordination Act (FWCA)

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires federal agencies to consult with one another on projects such as this that may adversely affect EFH. In turn, we must provide recommendations to conserve EFH. These recommendations may include measures to avoid, minimize, mitigate, or otherwise offset adverse effects on EFH resulting from actions or proposed actions authorized, funded, or undertaken by that agency. Adverse effects to EFH may result from action occurring within EFH and include impacts to prey species and their habitat. The proposed construction of an additional Chesapeake Bay crossing will adversely affect EFH through the direct loss of aquatic habitats (e.g., subtidal shallows, submerged aquatic vegetation) and indirect effects associated with induced demand and land use change.

In addition to the MSA, the Fish and Wildlife Coordination Act requires that all federal agencies consult with us whenever the waters of any stream or other body of water are proposed or authorized to be modified for any purpose. Activities proposed to be authorized under Section 404 of the CWA or Section 10 of the Rivers and Harbors Act generally require consultation with us under the FWCA and it is generally undertaken in conjunction with the EFH consultation.

Early and frequent coordination, such is generally afforded under the NEPA process, generally facilitates consideration of potential impacts to aquatic habitats and appropriate avoidance, minimization, and mitigation approaches. This level of coordination can also reduce the number of EFH conservation recommendations we issue when a complete description of the proposed action becomes available.

Aquatic Resources

Construction of a new Chesapeake Bay Crossing and associated roadway infrastructure in any corridor considered in this DEIS, will adversely affect NOAA trust resources through a variety of pathways ranging from direct to indirect and impacting a variety of species with diverse life histories. These species include federally managed fish species with designated EFH in the project area, their prey, habitat areas of particular concern (HAPC), and other aquatic resources. These corridors also provide habitat for several migratory species of fish which we work to protect under the FWCA.

We appreciate your consideration of our previous comments during the development of these documents and recognize that the summaries and analyses provided in Chapter 4 of the DEIS entitled "Affected Environment and Environmental Consequences" and in the Natural Resources Technical Report (NRTR) more accurately reflect the NOAA trust resources present in the project area and their designations under the MSA. We offer the following clarifications to ensure that the FEIS accurately reflects the species present, their associated habitats, and various designations:

- The project area also contains designated EFH for juvenile and adult windowpane flounder (*Scophthalmus aquosus*) which has designated EFH in the mixing water (0.5 < salinity < 25.0‰) areas of Chesapeake Bay and are found across a variety of depths/substrates present in the project area. This species should be included to accurately describe the suite of federally managed fish species present in the project area. (page 4-77)
- The corridor study is correctly described as containing spawning habitat for anadromous species, but it also includes migrating, resting, feeding, and rearing habitat for these species. While spawning is a particularly sensitive stage in their life history, other stages of anadromous fish life history should be considered as different project-related stressors (e.g., generation in-water noise) may affect each differently depending on time of year, location, and the nature of the stressor. (page 4-77)
- Several special aquatic sites designated under Section 404 of the Clean Water Act are not described in this DEIS. These areas also include vegetated tidal wetlands, mudflats, and subaqueous gravel substrates. (page 4-78)

We appreciate the extent to which our previous comments are reflected in the most recent iteration of the DEIS and we are happy to provide additional information as needed to ensure that forthcoming documents accurately reflect NOAA trust resources present in the study area.

Corridor Selection and Recommendations

Provided that the presented analyses are based on valid assumptions related to future/induced traffic demand when considering the stated benefits of the corridor alternatives on congestion relief, we concur that Corridor 7 is likely the alternative which will both fulfill state project goals while presenting the fewest direct, indirect, and cumulative impacts for aquatic resources in accordance with the reasoning described in this DEIS. While general site characteristics provided may not capture the granularity needed to truly weigh the impacts associated with each corridor, the acreages of sensitive habitats (e.g., natural oyster bars) present in each corridor along with the consideration of indirect and cumulative impacts indicates that Corridor 7 likely presents the least environmentally damaging alternative among the CARA. We support the retention of TSM/TDM, BRT, and No Action alternatives for the Tier 2 process and agree that these alternatives should be considered in combination to determine whether project goals can be achieved while avoiding additional impacts to aquatic habitats.

The extent of impacts to our trust resources are yet to be determined and will be further elucidated during the Tier 2 process. Should that process be initiated and Corridor 7 be the

preferred alternative relative to those retained, we will work with you to ensure that these impacts are avoided, minimized, and, in the case of truly unavoidable impacts, properly compensated for in anticipation of these future actions. In order to fulfill your consultation obligations under the MSA, we anticipate that Tier 2 of the NEPA process will involve extensive coordination with us, which will help to ensure that concerns are addressed during project planning and will facilitate our consultation process. Site-specific data collected during field investigations should be used to inform the design/selection of an alignment within the selected corridor. These data will be essential to inform our recommendations and measures required to avoid/minimize impacts to aquatic habitats. These should include surveys to describe benthic substrates (e.g., hydroacoustic, grab samples), benthic infauna composition/density, SAV distribution, wetland delineations, and additional surveys as necessitated by areas proposed to be impacted. We look forward to working with your team to develop this suite of surveys and associated research questions.

Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA)

Threatened or endangered species under our jurisdiction including Atlantic sturgeon (*Acipenser oxyrhynchus*) and shortnose sturgeon (*Acipenser brevirostrum*) may be present in the project area. In addition, four species of federally threatened or endangered sea turtles under our jurisdiction occur seasonally in the waters of Chesapeake Bay from late April – mid November of each year: the threatened Northwest Atlantic Ocean Distinct Population Segment (DPS) of loggerhead (*Caretta caretta*), the endangered Kemp's ridley (*Lepidochelys kempii*), and the endangered leatherback (*Dermochelys coriacea*). On April 6, 2016, NMFS published the final rule listing eleven Green sea turtle (*Chelonia mydas*) DPSs. Eight DPSs were listed as threatened and three as endangered. The DPS found in U.S. Atlantic waters, the North Atlantic DPS, is listed as threatened. Due to the inability to distinguish between these populations away from the nesting beach, we consider green sea turtles endangered wherever they occur in U.S. waters.

As the lead federal action agency, you are responsible for determining the nature and extent of effects and for coordinating with our Protected Resources Division as appropriate. Our website (https://www.fisheries.noaa.gov/new-england-mid-atlantic/consultations/section-7-consultations-greater-atlantic-region) has guidance and tools to assist action agencies with their description of the action and analysis of effects to support their determination. Should you have any questions about the section 7 consultation process, please contact Brian Hopper at brian.d.hopper@noaa.gov.

Finally, species protected under the Marine Mammal Protection Act (MMPA) such as common bottlenose dolphin (*Tursiops truncatus*) have been identified in the project areas. Our website (https://www.fisheries.noaa.gov/national/marine-mammal-protection/marine-mammal-protection-act-policies-guidance-and-regulations) has guidance and tools to assist action agencies with this consultation process. Please work with Jaclyn Daly (jaclyn.daly@noaa.gov) at our Headquarters office as necessary to ensure adequate protection for these species.

Conclusion

Thank you for the opportunity to review and comment on this DEIS. If you should have any questions regarding, please do not hesitate to contact Jonathan Watson in our Maryland field office at jonathan.watson@noaa.gov or (410) 295-3152.

Sincerely,

GREENE.KAREN.M.1365830785 Digitally signed by GREENE.KAREN.M.1365830785 Date: 2021.05.10 11:48:32 -04'00'

Karen M. Greene
Mid-Atlantic Branch Chief
Habitat and Ecosystem Services Division

cc:
PRD – B. Hopper, M. Murray Brown
NCBO – S. Corson
OPR – J. Daly
MDTA – H. Lowe

National Oceanic and Atmospheric Administration – National Marine Fisheries Service Response

The Bay Crossing Study Team appreciates the input provided by the National Oceanic and Atmospheric Administrations (NOAA) National Marine Fisheries Service (NMFS) on the Tier 1 DEIS. MDTA will continue to coordinate with NMFS throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

MDTA would consult with NMFS regarding impacts to NOAA trust resources including federally managed fish species with designated essential fish habitat (EFH) in the project area, their prey, habitat areas of particular concern (HAPC), and other aquatic resources under the Magnuson-Stevens Fishery Conservation and Management Act and Fish and Wildlife Coordination Act during any future Tier 2 NEPA study.

The Study Team has revised Section 4.4.7, to document that the study area contains designated EFH for juvenile and adult windowpane flounder, as noted **in Chapter 2** of the FEIS.

The Study Team had revised Section 4.4.7.4, as noted in **Chapter 2** of the FEIS, note that the corridor study area includes migrating, resting, feeding, and rearing habitat for anadromous species.

The Study Team has revised Section 4.4.7.4 to include vegetated tidal wetlands, mudflats, and subaqueous gravel substrates in the list of special aquatic sites as noted in **Chapter 2** of the FEIS

MDTA will coordinate with NMFS and its divisions regarding threatened and endangered species and marine mammals as appropriate during any future Tier 2 NEPA study.

US Army Corps of Engineers Comment

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, CORPS OF ENGINEERS
ATTN: REGULATORY BRANCH
2 HOPKINS PLAZA
BALTIMORE, MD 21201

May 13, 2021

Operations Division

Ms. Jeanette Mar
Federal Highway Administration
Maryland Division
31 Hopkins Plaza, Suite 1520
Baltimore, Maryland 21201

Dear Ms. Mar:

This is in response to the request for review and comments of the Maryland Transportation Authority (MDTA) and Federal Highway Administration (FHWA) February 2021 Tier I Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing Study. The Tier I DEIS considered the entire length of the Chesapeake Bay and assessed the potential environmental impacts of adding capacity at the existing bridge location or a new bridge location. The Tier I DEIS study considered a full range of potential corridor alternatives and identified Corridor 7, the existing bridge corridor, as the preferred corridor crossing. The U.S. Army Corps of Engineers, Baltimore District (Corps) understands that identification of Corridor 7 in the Tier I EIS will not conclude the study and that MDTA and FWHA intend to prepare a second NEPA document (i.e., a Tier II EIS) to complete the NEPA process for the Bay Crossing Study. The Tier II study will evaluate a full range of potential alignments within Corridor 7 and assessed the potential environmental impacts of each alternative alignment and compare them to a no build alternative.

The Corps has no comments on the Tier I DEIS for the Chesapeake Bay Crossing Study. The Tier I DEIS is well written, addresses our previous comments, and the Corps appreciates the time and effort spent preparing the document. The Corps also understands that ultimately the proposed Bay Crossing project will likely result in discharges of dredged and fill material into waters of the U.S., including jurisdictional wetlands, and structures built in navigable waters and which cross the Corps Federal Navigation Channel. Therefore, the project will require a Department of Army (DA) authorization under Section 404 of the Clean Water Act and Section 10 and 14 of the Rivers and Harbors Act. For this reason, the Corps would request we remain a cooperating agency in the preparation of the Tier II EIS. Also, in anticipation of preparation of a Tier II NEPA document for Corridor 7, we offer the following updated comments regarding the preparation of a Tier II EIS document.

The Tier II EIS should evaluate project alignment alternatives, permanent and temporary impacts to waters of the U.S., including jurisdictional tidal and nontidal streams and wetlands, permanent and temporary roads, stormwater management, disposal of excess material, including dredged material), mitigation proposals, and secondary and cumulative impacts. As with the Tier I NEPA evaluation, the Corps requests the following topics be comprehensively evaluated and documented in the NEPA process:

The Purpose and Need of the Proposed Project. In order to satisfy the Department of Army regulations, any selected preferred alternative alignment must be consistent with and supported by the project's concurred upon purpose and need statement

Alternatives Analysis/Clean Water Section 404(b)(1) Guidelines. Under Section 404, only the Least Environmentally Damaging Practicable Alternative (LEDPA) can receive Department of Army authorization. Note that an alternative is practicable if it is available and capable of being done after taking consideration cost, logistics, and existing technology in light of the overall project purposes. Because of this, at a minimum, the NEPA documentation must ultimately evaluate the practicability of various alignment alternatives and avoidance and minimization techniques. Based on the agreed upon project purpose and need, and in accordance with established Corps policy on the review of linear transportation projects, the Corps will need to concur on the range of alternative alignment retained for detailed study in the Tier II EIS. The Tier II EIS should clearly document study constraints and the various evaluation factors for each alternative alignment in consistent manner to allow meaningful comparisons and the ultimate identification/documentation of the LEDPA. The interagency review team, including the Corps, should review and approve the study constraints and evaluation factors and methods prior to completing the analysis.

Corps Public Interest Review Factors. As stated in previous correspondence, the decision to issue a DA permit for a new Chesapeake Bay crossing will be based on an evaluation of the probable impacts, including secondary and cumulative impacts, of the proposed activity and its intended effect on the public. Among the factors that must be evaluated as part of the Corps public interest review include: conservation, economics, aesthetics, general environmental concerns, wetlands and streams, historic and cultural resources, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, energy needs, safety, food and fiber production, mineral needs, water quality, consideration of property ownership, air and noise impacts, and in general, the needs and welfare of the people. These Corps public interest factors must be comprehensively evaluated in the NEPA process, as we weigh and balance overall impacts of potential project alignments.

Delineation. The initial screening of alternative alignments in the Tier II EIS must be compared using the same level evaluation for determining impacts to waters of the U.S. (i.e., an approved jurisdictional determination is not required for all the alternative alignments evaluated in the Tier II EIS; however, the comparison of aquatic resources must be based on a consistent approach). For example, if a desktop JD analysis is conducted for one alternative corridor, it must be conducted for all alternative corridors.

Please note that the definition of waters of the U. S. has changed since the beginning of the project and the current definition should used for identification of jurisdictional resources in the Tier II evaluation process.

Impacts. The Tier II EIS should quantify temporary and permanent impact to all waters of the U.S., including tidal and nontidal wetlands, for each alternative alignment in a way that allows meaningful comparisons. As stated above, an approved jurisdictional determination is not required for all the alternative alignments considered in the Tier II EIS; however, the resources and impacts must be evaluated in a consistent manner for a meaningful comparison.

Cumulative Impacts. As stated in previous correspondence, a new Chesapeake Bay crossing would have effects far beyond the direct impacts associated with any crossing footprint. Cumulative, secondary and indirect impacts resulting from the project along with historical impacts and possible changes in land use must continue to be analyzed within the preferred corridor area. Support infrastructure, such as new and/or upgraded access/approach roadways to logical termini, must also be included in the analysis. It is anticipated the Tier II analysis will refine the cumulative impact analysis provided in the Tier I EIS.

Disposal Sites. An estimate of material and the potential need for disposal site(s) should be included in the analysis. The Corps would also strongly encourage, as part of the study, evaluating and seeking opportunities for beneficial uses of any dredged material.

Compensatory Mitigation. In accordance with the Corps/EPA 2008 Final Mitigation Rule, compensatory mitigation for unavoidable permanent impacts to aquatic resources will need to be evaluated and approved as part of a Department of Army authorization.

Compliance with Existing Acts. Analysis of the project's compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 401 of the Clean Water Act, and the Magnuson-Stevens Fishery Conservation and Management Act, and Air quality standards under the Clean Air Act General Conformity Rule Review.

Compliance with Executive Orders. The NEPA process must evaluate compliance with Executive Orders on floodplains and environmental justice.

Section 408 Compliance. Corps Federal Navigation Channel(s) are within the study area. Section 14 of the River and Harbors Act of 1899, as amended, and codified in 33 USC 408 (Section 408) provides that the Secretary of the Army may, upon the recommendation of the Chief of Engineers, grant permission to other entities for the permanent or temporary alteration or use of any Corps Civil Works project. This requires a determination by the Secretary that the requested alternation is not injurious to the public interest and will not impair the usefulness of the Corps (Civil Works) project. In order to assure compliance with Section 408 requirements, please evaluate the applicability of Section 408 to the proposed project alignments.

Water Quality Certification. Please note that if MDTA plans to seek DA authorization at the conclusion of the NEPA process then water quality certification (WQC) from Maryland will be required. The WQC process has been updated since the beginning of the NEPA process and the Corps would request MDTA and FHWA contact us and MDE as the Tier II NEPA process begins to discuss the WQC process and permitting.

As stated above, the Corps has no comments on the Bay Crossing Study Tier I DEIS; however, the Corps understands that ultimately the proposed Bay Crossing project will likely result in discharges of dredged and fill material into waters of the U.S., including jurisdictional wetlands, and structures built in navigable waters. We look forward to continuing to work with your agency, MDTA, and other cooperating and consulting parties as the Tier I DEIS is finalized and the next round of documents are developed in the NEPA process to ensure that the information presented is adequate to fulfill the requirements of Corps regulations, the Clean Water Act Section 404(b)(1) Guidelines, Section 10 of the Rivers and Harbor Act, and the Corps' public interest review process. In anticipation of the Tier II NEPA study, we concur that the FHWA would remain the lead Federal agency on this project as potential project alignments are evaluated. Therefore, FHWA would continue to coordinate with the Native American tribes and be the responsible Federal agencies to ensure compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 401 of the Clean Water Act, and the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 04-267) [essential fish habitat (EFH) assessment].

Again, we look forward to coordinating with FHWA and MDTA as this important study proceeds. If you have any questions concerning this matter, please contact me at (410) 962-6005 or john.j.dinne@usace.army.mil.

Sincerely,

Jack Dinne

Jack Dinne
Biologist, Maryland North Section

Cc (via email):
Ms. Heather Lowe, MDTA, hlowe@mdta.state.md.us
Ms. Sarah Williamson, Coastal Resources, Inc., sarahw@cri.biz

US Army Corps of Engineers Response

The Bay Crossing Study Team appreciates the input provided by the U.S. Army Corps of Engineers (USACE) during the preparation of the Tier 1 DEIS. MDTA will continue to coordinate with USACE throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study. In response to specific comments related to a potential future Tier 2 NEPA study contained in USACE's comment letter, the Bay Crossing Study Team offers the following responses.

MDTA acknowledges that the project will require a Department of Army (DA) authorization under Section 404 of the Clean Water Act and Section 10 and 14 of the Rivers and Harbors Act and agrees that USACE should remain a cooperating agency for any future Tier 2 NEPA study.

MDTA anticipates that a future Tier 2 study would include more detailed analysis of alignment alternatives, permanent and temporary impacts to waters of the U.S., including jurisdictional tidal and nontidal streams and wetlands, permanent and temporary roads, stormwater management, disposal of excess material, including dredged material, mitigation proposals, and secondary and cumulative impacts based on alternative alignments within a Tier 1 selected corridor.

MDTA anticipates that a future Tier 2 study would include detailed evaluations of Purpose and Need of the Proposed Project, Alternatives Analysis/Clean Water Section 404(b)(1) Guidelines, Corps Public Interest Review Factors, Delineation, Impacts, Cumulative Impacts, Disposal Sites, Compensatory Mitigation, Compliance with Existing Acts, Compliance with Executive Orders on floodplains and environmental justice, Section 408 Compliance, and Water Quality Certification based on alternative alignments within a Tier 2 selected corridor.

USACE concurred that FHWA would remain the lead Federal agency on this project and therefore, FHWA would continue to coordinate with the Native American tribes and be the responsible Federal agency to ensure compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 401 of the Clean Water Act, and the Magnuson-Stevens Fishery Conservation and Management Act. FHWA and MDTA will remain the lead federal and state agencies, respectively, throughout the remainder of the Tier 1 NEPA study as well as any future Tier 2 NEPA study.

Maryland Department of Transportation State Highway Administration Comment

From: Stephen Miller <SMiller2@mdot.maryland.gov>
Sent: Monday, May 10, 2021 9:15 PM
To: Sarah Williamson <sarahw@cri.biz>
Cc: Heather Lowe <hlowe@mdta.state.md.us>; Lisa Shemer <LShemer@mdot.maryland.gov>; Matt Baker <MBaker4@mdot.maryland.gov>; Donna Buscemi <DBuscemi@mdot.maryland.gov>; Tara Penders <TPenders@mdot.maryland.gov>
Subject: RE: Bay Crossing Study DEIS Transmittal

Sarah,

I have attached to this e-mail the following:

- General MDOT SHA comments on the DEIS and Appendix A
- MDOT SHA's Travel Forecasting and Analysis Division's (TFAD) specific comments to the Traffic Analysis Technical Report
- A Word document containing comments from Jon Korin, Anne Arundel County Bicycle Advisory Commission Chair (submitted via e-mail).

In addition to these attachments, we TFAD had additional questions regarding the Travel Demand Forecasting Methodology (TDFM), specifically:

1. Will the TDFM be included as a technical report? Some questions from previous round of comments still apply and should be resolved prior to completion since they may impact the data.
2. If the TDFM will not be included in technical reports. The comments previously made should be at a minimum be summarized within the Traffic Analysis Report. Information of queue length calculations, Summer vs Non-Summer AADT, forecasted proposed crossing should be summarized in Traffic Analysis Report.
3. The MSTM has been updated since this document. There was a note that mentioned doing a sensitivity analysis once an update was made so just wanted to mention it.

The first two questions primarily stem from the issue we found last Friday: that the TDFM isn't included as part of the part of the report and there are comments that TFAD had provided to the original version in June that haven't been addressed. I asked TFAD not to issue new comments to the TDFM this round as the TDFM wasn't part of the publicly available documentation, but we can work together to figure out what can be done to address all of TFAD's concerns. We can set up a meeting to discuss.

Thank you for this opportunity to comment. We look forward to future coordination.

Sincerely,

Stephen P. Miller
Regional Planner Anne Arundel & Howard Counties
Regional and Intermodal Planning Division
Maryland State Highway Administration
Smiller2@mdot.maryland.gov
Work: 410 545 5673
Cell: 917 214 1150

Chesapeake Bay Crossing Study Tier 1 NEPA – TFAD Comments

05/10/2021

1. Content

a) Please explain the method of route choice decisions and how the ADT was translated into hourly volume. Section VI of the TDFM does not go into much detail on how the ADTs on table 5-5 were developed.

b) Please provide more detailed explanation on the process to attain summer growth and hourly growth rates using the MSTM as the model represents AWDT. Section V.C of TDFM presents and briefly summarizes the data, however, there is no explanation on what was used. (did an hourly percent difference get calculated and applied to each hour, was the difference in Average Daily Traffic applied, or a different approach).

2. Editorial

1. Consider labeling Bay Bridge on Figure 2-1 to highlight that corridor 7 follows existing Bay Bridge.

Document	Comment	Section / Figure / Table / PDF Page	Org
DEIS	Consider making TOC linked.	TOC / Pg. 5	MDOT SHA
DEIS	Consider adding Consider adding a layer showing highlighting the full extent of the study area.	Figure 1-1 / Pg. 30	MDOT SHA
DEIS	Will the Ferry Study have a link provided?	Section 1.2 / Pg. 32	MDOT SHA
DEIS	Consider mentioning that Tier 2 is unfunded and provide an approximate cost for Tier 2 efforts.	Section 1.3.2 / Pg. 34	MDOT SHA
DEIS	Will Tier 2 evaluate the long term effects of Covid-19? If so, please mention.	Section 1.3.2 / Pg. 34	MDOT SHA
DEIS	More recent annual bridge volume avaliable?	Figure 2-1 / Pg. 36	MDOT SHA
DEIS	More recent annual bridge volume avaliable?	Table 2-1 / Pg. 37	MDOT SHA
DEIS	Is there an explanation of the change from travel spikes from 12-1pm in 2017 to 4-5pm in 2040?	Table 2-7 / Pg. 43	MDOT SHA
DEIS	Has providing lower toll rates for carpooling been considered? This would provide an incentive for carpooling and could substantially lower single person travel (and volume in general) across the bridge. Additionally, as an "other" category working with beach hotels and other services to provide lower rates for people who start and end their trips during week days could lessen weekend volumes to eastern shore destinations. Was this type of coordination effort considered?	Section 3.1.2.1 / Pg. 53	MDOT SHA
DEIS	Corridor 6 extends through Kent County (though it is not the location of the termini). It is worth noting that Kent County continues to oppose the Bay Bridge Crossing in their latest 2020 priority letter. However, the actual eastern termini for this corridor is in Queen Anne's County, who have the new bridge as their No. 1 priority in their latest 2020 priority letter. May be worth mentioning.	Table 3-10 / Pg. 77	MDOT SHA

DEIS	The eastern termini for this corridor is in Queen Anne's County, who have the new bridge as their No. 1 priority in their latest 2020 priority letter. May be worth mentioning.	Table 3-10 / Pg. 78	MDOT SHA
DEIS	This note should have a superscript 1 next to it to correspond to the Cross Island Trail text it is associated with on the previous page. Also consider capitalizing "Cross Island Trail" in note.	Table 4-17 / Pg. 119	MDOT SHA
DEIS	Make clear what the unit of measurement is for each column. Currently unclear other than the note below the table.	Table 4-20 / Pg. 126	MDOT SHA
DEIS	Remove extra period.	Section 4.4.2.1 (1st Paragraph) / Pg. 132	MDOT SHA
DEIS	Consider moving the natural resource maps (Figures 4-5 through 4-9) to before or after the corrdior narratives. Corridor 6 narrative is currently between the 4 figures.	Figures 4-5 to 4-8 / Pg. 131 to 135	MDOT SHA
DEIS	Consider moving Figure 4-9 before or after the corridor narratives.	Figure 4-9 / Pg. 139	MDOT SHA
DEIS	"area" mispelled as "are" [Section 4.4.4.2, first paragraph, 5th sentence]	Section 4.4.4.2 / Pg. 143	MDOT SHA
DEIS	Consider moving Figures 4-14 and 4-15 to before or after the corridor narratives.	Figures 4-14 and 4-15 / Pg. 156 and 157	MDOT SHA
DEIS	In addition, highly erodible soils are considered on slopes > 15%. [2nd paragraph]	Section 4.4.8 / Pg. 160	MDOT SHA
DEIS	Consider providing a % slope range, such as 0-5, 5-15, >15.	Figure 4-16 / Pg. 161	MDOT SHA
DEIS	Consider moving Figures 4-17 and 4-18 to before or after the corridor narratives.	Figures 4-17 and 4-18 / Pg. 163 and 164	MDOT SHA
DEIS	Consider cross checking with MDOT SHA Climate Change Vulnerability Viewer tool.	Section 4.4.9 / Pg. 165 to 166	MDOT SHA
DEIS	Consider moving Figures 4-19 to before or after the corridor narratives.	Figure 4-19 / Pg. 167	MDOT SHA
DEIS	Missing map scale bar	Figure 4-20 / Pg. 174	MDOT SHA
DEIS	Subscript the "3" for O_3 [Pg. 174, first paragraph, 3rd sentence]	Section 4.6.2.3 / Pg. 174	MDOT SHA

DEIS	Missing north arrow and map scale bar	Figure 4-21 / Pg. 175	MDOT SHA
DEIS	Can a link to this particular section of COMAR be provided?	Section 4.6.6.2 / Pg. 178	MDOT SHA
DEIS	Consider changing "maximum extent possible" to "maximum extent practicable". [Section 4.6.6.2, 1st paragraph, 3rd sentence]	Section 4.6.6.2 / Pg. 178	MDOT SHA
DEIS	Replace "Maryland" with "MDOT"	Table 4-41 / Pg. 180	MDOT SHA
DEIS	Where does the 4th note correspond to in Table 4-41?	Table 4-41 / Pg. 180	MDOT SHA
DEIS	Please consider specifying that the MDP 2010 Land Use/Land Cover Update is the latest data, if it is so. [3rd pagraph on page]	Section 4.7.3.4 / Pg. 184	MDOT SHA
DEIS	May be duplicate entries for US50: MD 70 to MD 2.	Table 4-46 / Pg. 195 and 196	MDOT SHA
DEIS	Consider adding US 301 over the Chester River Bridge Replacement Project, located in both Queen Anne's and Kent Counties. Project is currently in design. Construction NTP is anticipated for 3/31/2022 and construction completion is anticipated for 3/25/2023. This is an MDOT SHA project (source column).	Table 4-46 / Pg. 197	MDOT SHA
DEIS	Project remains under construction and is anticipated to be completed in September 2021	Table 4-46 / Pg. 197	MDOT SHA
DEIS	MD 213 Bridge Rehab projects in Centreville are complete as of 09/30/2020. Also please correct spelling of Centreville.	Table 4-46 / Pg. 197	MDOT SHA
DEIS	US 50, Ocean Gateway project is a CTP project	Table 4-46 / Pg. 197	MDOT SHA
DEIS	US 301 interchange at MD 304 project was completed and open to service 10/12/2017	Table 4-46 / Pg. 197	MDOT SHA
DEIS	There is a pragraph break between the 3rd and 4th paragraphs	Section 5.1 / Pg. 213	MDOT SHA
DEIS	Can a link to the regulations be provided? [Section 6.2, 2nd paragraph]	Section 6.2 / Pg. 226	MDOT SHA
DEIS	MDOT MAA	Table 6-5 / Pg. 227	MDOT SHA
DEIS	Information provided in section 6. Does it need to be repeated here?	Section 9 / Pg. 241	MDOT SHA

DEIS	Maryland Department of Transportation Maryland Aviation Administratoin	Section 9 / Pg. 242	MDOT SHA
Appendix A	Consider changing the color and or symbology of the CARA corridor layer; it is hard to see with the surrounding roads. Consider changing the color to yellow, which would stand out better and be consistent with all other maps.	General	MDOT SHA
Appendix A	General (land use/ land cover: corridor 7): CARA Layer color does not match the legend, but this is preferred as it stands out better.	Pg. 7 to 12	MDOT SHA
Appendix A	Add County Labels. Consider removing County Boundary layer as this is the only map it shows up in.	Pg. 5	MDOT SHA
Appendix A	General (community facilities and transportation maps): Labeling seems inconsistant as to what gets labelled and what doesn't.	General	MDOT SHA
Appendix A	General (recorded architectural resources, corridor 6): Shift legend over slightly to ensure text fully included in the extent of the map.	Pg. 41 to 46	MDOT SHA
Appendix A	General (noise sensitive areas maps): Consider having the land uses extend beyond the CARA corridor to get a better sense of the adjacent land uses that could be impacted. If the intent is to have this data clipped to the CARA corridor boundary, ensure all data are clipped appropriately - some data extend beyond and there are some places where the data do not extend to the boundary.	General	MDOT SHA

The Anne Arundel County Bicycle Advisory Commission unanimously supports the following position regarding a separated bicycle/pedestrian facilities in the Chesapeake Bay Bridge Crossing Study:



We do not take a position on if or where a new span should be built. However, if a new span is built in any location or one of the existing spans is replaced or renovated then we insist that a separated bicycle/pedestrian lane be included. This has been done on recent bridges of similar length around the U.S. including the replacement Tappan Zee(see photo) and Pensacola Bay bridges. Locally, the Woodrow Wilson Bridge has such a facility which is quite popular and the planned American Legion replacement is expected to have one as well. In spite of the governor's announcement that the Nice Bridge replacement would include a separated bike/ped facility, it was left out of the final bridge design. These are once in a multi-generation opportunities which should not be wasted. These bicycle/pedestrian facilities are in line with Maryland's Complete Streets policy and are a tremendous draw for tourism especially over the iconic Chesapeake Bay. A safe bicycle/pedestrian lane over the Chesapeake Bay would also provide passageway for long distance national trails, including the Delaware-to-California American Discovery Trail and the complementary (alternate) route of the Maine-to-Florida East Coast Greenway between Wilmington, DE and Annapolis via Dover, DE and Chestertown, MD. The lane would provide safe access to and from the scenic and historic byways on the Eastern Shore that are so popular with cyclists as well as non-motorized transportation to and from communities on both sides of the Chesapeake Bay. The bike/ped lane could also provide emergency vehicle access on the bridge when needed.

Please specify a separated bicycle/pedestrian lane as a mandatory feature of any future Chesapeake Bay crossing as well as any other future bridges in Maryland.

Jon Korin, Chair
Anne Arundel County Bicycle Advisory Commission

Maryland Department of Transportation State Highway Administration Response

The Bay Crossing Study Team appreciates the input provided by the Maryland Department of Transportation State Highway Administration (MDOT SHA) on the Tier 1 EIS. MDTA will continue to coordinate with MDP throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

MDTA has opted to apply procedures approved by the Council on Environmental Quality to develop a streamlined Tier 1 FEIS/ROD for the Bay Crossing Study. To achieve this, MDTA prepared an errata of changes to the DEIS rather than reproducing the full text of the DEIS as part of the FEIS. MDTA is therefore applying updates to the DEIS in the FEIS/ROD only for substantial factual revisions (**Chapter 2**) or supplementary analysis (**Chapter 3**) relevant to the comparison of Corridor Alternatives and identification of the PCA. MDTA appreciates the helpful suggestions on formatting, graphics, and editorial comments provided by MDOT SHA. MDTA provides the following clarifications and revisions in regard to some of MDOT SHA's more substantive DEIS comments.

- The Publicly Operated Ferry Service for the Chesapeake Bay Crossings study, which was conducted separately from the Bay Crossing Study, is currently available on the project website at http://dlslibrary.state.md.us/publications/JCR/2019/2019_86-87.pdf.
- **FEIS Section 3.1.1** includes a discussion of the potential effects of COVID-19 on traffic volumes at the Bay Bridge. This includes discussion of available data for 2020-2021, and discussion of updating traffic analysis in a future Tier 2 study to reflect current conditions at that time.
- Chapter 1 of this FEIS notes that a Tier 2 study is not currently funded. An approximate cost for a Tier 2 study has not been identified at this time.
- Regarding DEIS Table 2-7, an explanation is noted in Chapter 2 of the DEIS, "The Sunday afternoon volumes during the summer are very consistent between 12 PM and 10 PM. The shift in the peak hour reflected for 2017 and 2040 is a result of this steady flow condition."
- Changes in toll rates are considered under TSM/TDM. The analysis determined that TSM/TDM measures, as a standalone alternative, would not meet the Purpose and Need for the study because it would not provide adequate capacity to relieve congestion at the existing bridge, provide dependable and reliable travel times, or provide flexibility to support maintenance and incident management at the existing bridge. TSM/TDM measures will be further analyzed in a Tier 2 study in combination with Corridor 7 and other MOAs.
- The DEIS did not directly address county Priority Letters; however, county comprehensive plans were included in the evaluation of indirect and cumulative effects, as discussed in Section 4.8 of the DEIS. This FEIS also addresses all agency comments provided during the DEIS comment period.
- **FEIS Chapter 2** includes a note of the corrected definition of highly erodible soils.
- **FEIS Chapter 3** includes supplementary discussion of climate change and sea level rise, including data provided by the MDOT SHA Climate Change Vulnerability Viewer tool.
- **FEIS Chapter 2** includes a note of revisions to DEIS Table 4-46, including the US 301 Chester River Bridge Replacement Project.

- A potential future Tier 2 NEPA study would evaluate possible bicycle and pedestrian access considerations for any new crossing infrastructure.

Maryland State Clearinghouse Comments

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

Robert S. McCord, Secretary
Sandy Schrader, Deputy Secretary

Maryland
DEPARTMENT OF PLANNING

May 13, 2021

Ms. Sarah Williamson, Bay Crossing Study Team
Coastal Resources Inc.
25 Old Solomons Island Road
Annapolis, MD 21401

Ms. Heather Lowe, Project Manager
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: **MD20210223-0132**
Applicant: Coastal Resources Inc. **and** The Maryland Transportation Authority
Project Description: Draft Environmental Impact Statement (DEIS): Tier 1 National Environmental Policy Act Chesapeake Bay Crossing Study as a First Step to Address Existing and Future Congestion at the Bay Bridge and its Approaches Along US 50 and US 301, Resulting in Identification of a Selected Corridor Alternative
Project Address: Chesapeake Bay Bridge, MD
Project Location: Counties of Anne Arundel, Baltimore, Calvert, Cecil, Dorchester, Harford, Kent, Queen Anne's, Somerset, St. Mary's, and Talbot
Recommendation: **Consistent with Qualifying Comments and Contingent Upon Certain Actions**

Dear Ms. Williamson and Ms. Lowe:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.02.04-.07, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation.

Review comments were requested from the Maryland Departments of General Services, Natural Resources, Transportation (MDOT), and the Environment (MDE); Anne Arundel County, Baltimore County, Calvert County, Cecil County, Dorchester County, Harford County, Kent County, Queen Anne's County, Somerset County, St. Mary's County, and Talbot County; the Baltimore Metropolitan Council; the Tri-County Council for Southern Maryland; and the Maryland Department of Planning (MDP), including the Maryland Historical Trust. The Maryland Department of Natural Resources; Calvert County, Dorchester County; and the Tri-County Council for Southern Maryland did not provide comments. Anne Arundel County, Baltimore County, Cecil County, and St. Mary's County; and the Baltimore Metropolitan Council did not have comments.

The Maryland Departments of General Services, and Transportation; Somerset County; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

301 West Preston Street - Suite 1101 - Baltimore - Maryland - 21201
Tel: 410.767.4500 - Toll Free: 1.877.767.6272 - TTY users: Maryland Relay - Planning.Maryland.gov

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The Maryland Department of Planning (Regional Planners) included the following comments regarding their findings of consistent:

"MDP is supporting MDOT in its effort to receive public comments on this study. [The request for public comments] supports the state development plan, A Better Maryland, strategy to 'provide state interagency assessment of and response to trends that affect local economic development' and 'assess and modify as needed state environmental programs to reinforce the land-use principles of sustainable growth/smart growth.'"

"The Draft Environmental Impact Study is in furtherance of the State Planning Visions of 'Environmental Protection', and 'Transportation.'"

"The Draft EIS is consistent with the process for further evaluation and study of transportation and environmental impacts of a proposed crossing."

Anne Arundel County stated, "There is no interest in this property."

The Baltimore Metropolitan Council (BMC) stated, "BMC has no comments on this proposed project. Per MD Code BMC has notified and consulted with affected local jurisdictions in the Baltimore Region on this project."

The Maryland Department of the Environment found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below.

1. "Any above ground or underground petroleum storage tanks, which may be utilized, must be installed and maintained in accordance with applicable State and federal laws and regulations. Underground storage tanks must be registered and the installation must be conducted and performed by a contractor certified to install underground storage tanks by the Land and Materials Administration in accordance with COMAR 26.10. Contact the Oil Control Program at (410) 537-3442 for additional information.
2. If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.
3. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3315 for additional information regarding solid waste activities and contact the Resource Management Program at (410) 537-3314 for additional information regarding recycling activities.
4. The Resource Management Program should be contacted directly at (410) 537-3314 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.
5. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please contact the Land Restoration Program at (410) 537-3437.

6. Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may require site approval. Contact the Mining Program at (410) 537-3557 for further details.
7. If a project receives federal funding, approvals and/or permits, and will be located in a nonattainment area or maintenance area for ozone or carbon monoxide, the applicant needs to determine whether emissions from the project will exceed the thresholds identified in the federal rule on general conformity. If the project emissions will be greater than 25 tons per year, contact Brian Hug, Air and Radiation Management Administration, at (410) 537-4125 for further information regarding threshold limits.
8. Additional comments from the Water and Science Administration were emailed to Sylvia Mosser [enclosed]."

Harford County found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments, as follows: "It is difficult to provide detailed comments with respect to wells and septics until an actual crossing location in Harford County is more defined."

The Maryland Department of Planning (Transportation Planner) stated that their finding of consistency is contingent upon the applicant taking the actions summarized below.

> "Based on the review of the Tier 1 Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing Study (the BCS), the Maryland Department of Planning (MDP) recognizes that among the Corridor Alternatives Retained for Analysis (i.e., No-Build Alternative, Corridor Alternatives 6, 7, and 8,), Corridor 7 would best meet the purpose and needs of the BCS. As compared to Corridor 6 and 8, Corridor 7 would likely have lower overall environmental impacts including lower adverse indirect & cumulative impacts on land uses and associated socioeconomic and natural resources. MDP strongly supports that the recommendation that a future Tier 2 Bay Crossing NEPA [National Environmental Policy Act] study would further evaluate TSM/TDM [Transporation System Management/Transportation Demand Management] measures including exploring pedestrian and bicycle access, the Bus Rapid Transit, and Ferry Service as part of the preferred corridor alternative recommended by this Tier 1 Bay Crossing NEPA study. If the Tier 1 Bay Crossing NEPA study concludes with the selection of Corridor 7 for a future Tier 2 NEPA study, MDP would like to continue working with the Maryland Transportation Authority (MDTA) to help address potential induced growth and land use impacts. MDP provided MDTA with detailed comments on the DEIS through the Tier 1 NEPA process on May 5, 2021. Please note that as a participating agency for the Tier 1 Bay Crossing NEPA process, MDP attends interagency coordination meetings and provides input at every milestone stage of the study process including the review of the DEIS."

The Maryland Historical Trust stated that their finding of consistency is contingent upon the applicant taking the following actions: "We look forward to working with FHWA [Federal Highway Administration] to complete the requirements of Section 106 for this undertaking."

Kent County stated that their finding of consistency is contingent upon the applicant taking the following actions, "With the release of the Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing Study Tier 1 NEPA, the County would like to reaffirm its continued opposition to any proposal for a north Bay Bridge crossing with a terminus in Kent County. The County's position in this regard is based on its long-standing Comprehensive Plan strategies dating back to 1974 and its affiliated Land Use designations."

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Queen Anne's County stated that their finding of consistency is contingent upon the applicant taking the following actions:

"The Tier I NEPA Study, as the first step in the planning process, only identifies a 2-mile-wide corridor where a future crossing may go. The next step in the planning process is a Tier II NEPA study to review potential bridge and road alignments and the associated impacts within the corridor. All of the details related to new bridge and highway improvements, such as the specific location, number of lanes, highway widening, right of way acquisition, integration with existing roads and bridges, will be part of the Tier II study. This leaves many aspects related to a future bay crossing undecided. Therefore, with significant details to be considered during future study, Queen Anne's County must be included as a decision maker in [the] future Tier II NEPA process. This is vital to protect the interest of citizens, businesses, commuters, emergency services, and commerce of Queen Anne's County. Specifically, the County would like to ensure that its standing plans, codes, and guiding policy documents are considered in greater detail during the Tier II NEPA process. These documents include but are not limited to the following:

- Comprehensive Plan, Appendix 4 (Master Roadway and Transportation System), Sustainable Growth Management Strategy, Transportation Element (Guiding Principles, Vision, and Objectives)
- Community Plans
- Kent Island Transportation Plan
- Sea Level Rise and Coastal Vulnerability Assessment and Implementation Plan (with Vulnerability Viewer)

Recognizing that the tiered NEPA study, design and funding improvements to the Bay Bridge will take time, Queen Anne's County has identified vital interim improvements in the Kent Island Transportation Plan to improve the movement of traffic on Kent Island. The top priority of the many improvements identified in the Kent Island Transportation Plan is to enhance the safety and capacity of Maryland Route 18. The plan specifically identifies the need to initiate comprehensive roadway and pedestrian improvements from Castle Marina Road to the Kent Narrows. As the only alternative route to using Route 50/301 this project will serve to increase mobility and eliminate routine congestion as well as seasonal traffic gridlock. By providing comprehensive bicycle and pedestrian improvements it will also provide residents an alternative to driving. The Tier II NEPA process is not funded therefore it is unknown when the multi-year process would start or be completed. Any new construction resulting in new capacity crossing the bay is many years away. Nonetheless, many highway improvements to meet current and long term demand should be funded and constructed now. With MDTA and FHWA selection of corridor 7, it is essential that this decision be supported with engineering and construction funding for projects currently identified on US 50, US 301, MD 18 and MD 8. It is prudent to begin funding improvements included in the adopted State and Federal transportation planning documents, County Priority Letter and Kent Island Transportation Plan (KITP) which in part include:

- US 50 widening and interchanges on US 50 from US 301 to MD 404 (2040 MD, CTP [Consolidated Transportation Program] & Priority Letter)
- Widening and improvements to MD 18 (Priority Letter, LRTP [Long Range Transportation Plan], KITP, Chapter 30)
- MD 8 widening and Interchange Improvements (KITP)(LRTP)
- Construct at grade intersection safety improvements on the US 301 corridor (Priority Letter)
- US 50 & Dundee Road Overpass on Kent Island (KITP)"

The State Application Identifier Number must be placed on any correspondence pertaining to this project.

Ms. Sarah Williamson
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Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at sylvia.mosser@maryland.gov.

Thank you for your cooperation with the MIRC process.

Sincerely,

Myra Barnes, Lead Clearinghouse Coordinator

MB:SM
Enclosures—MDE Additional Comments & Talbot County Comment Letter
cc:

Tony Redman - DNR	Herve Hamon - DRCH	Amy Moredock - QANN	David Dahlstrom - MDPLU
Amanda Redmiles - MDE	Stephen O'Connor - CECL	Ralph Taylor - SMST	Tracey Gordy - MDPLL
Tanja Rucci - DGS	Krystle Patchak - BLCO	Bill Hunt - STMA	Joseph Griffiths - MDPL
Ian Beam - MDOT	Stephen Walker - ANAR	Todd Lang - BMC	Beth Cole - MHT
William Mackey - KENT	Tamara Blake - CLVT	John Hartline - TCCSMD	
Miguel Salinas - TLBT	Jennifer Freeman - HRFD	Bihui Xu - MDPI-T	

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Draft Environmental Impact Statement (DEIS): Tier 1 National Environmental Policy Act

Chesapeake Bay Crossing Study as a First Step to Address Existing and Future

Maryland Department of the Environment – WSA/IWPP

REVIEW FINDING: R1 Consistent with Qualifying Comments (MD2021 0223-0132)

Direct any questions regarding the Antidegradation Review to Angel Valdez via email at angel.valdez@maryland.gov, or by phone at 410-537-3606.

Special protections for high-quality waters in the local vicinity, which are identified pursuant to Maryland's anti-degradation policy.

Anti-degradation of Water Quality: Maryland requires special protections for waters of very high quality (Tier II waters). The policies and procedures that govern these special waters are commonly called "anti-degradation policies." This policy states that "proposed amendments to county plans or discharge permits for discharge to Tier II waters that will result in a new, or an increased, permitted annual discharge of pollutants and a potential impact to water quality, shall evaluate alternatives to eliminate or reduce discharges or impacts." Satisfactory completion of the Tier II Antidegradation Review is required to receive numerous State permits, such as those for wastewater treatment, nontidal wetlands disturbance, waterways construction, and coverage under the general construction permit.

The Tier II review is applicable to all portions of the whole and complete project within the Tier II watersheds of **Island Creek 1, E Fork Langford Creek UT 1, Red Lion Branch 1, Southeast Creek 2, Granny Finley Branch 1, Three Bridges Branch 1 and Lyons Creek 3. Corridor Alternatives 2, 3, 4, 5, 9 and 10 intersect one or more of these watersheds. Depending on the final alternative chosen and alignment of the corridor, other Tier II watersheds could be impacted.** The review is, at a minimum, a two-step alternatives analysis process. The initial analysis considers if the activity can avoid any impacts to Tier II waters (alternative site or potentially by strategic design). The second analysis considers minimization alternatives to limit associated water quality degradation. This includes BMP considerations for erosion and sediment controls, mitigation for net loss of vital resources such as forest cover, and justification for unavoidable impacts. Under certain circumstances, MDE may require a third analysis which justifies the project based on social or economic rationale.

MDE is revising the overall Tier II review procedures by creating or updating forms to assist with the no-discharge alternatives analysis, minimization analysis,

temporary impacts, and social and economic justification. Completion of these forms is required for permitting and other approvals.

Tier II No-Discharge Analysis Form V1.2:[1]

1. Code of Maryland Regulations (COMAR) 26.08.02.04-1 (G(1)) states that "If a Tier II antidegradation review is required, the applicant shall provide an analysis of reasonable alternatives that do not require direct discharge to a Tier II water body (no-discharge alternative). The analysis shall include cost data and estimates to determine the cost effectiveness of the alternatives".

2. For land disturbing projects that result in permanent land use change, this 'no discharge' analysis specifically evaluates the reasonability of other sites or alternate routes which could be developed to meet the project purpose, but are located *outside* of the Tier II watershed. Reasonability considerations, as applicable, may take into account property availability, site constraints, natural resource concerns, size, accessibility, and cost to make the property suitable for the project.

3. This analysis shall be performed regardless of whether or not the applicant has ownership or lease agreements to a preferred property or route.

Tier II Minimization Alternative Analysis Form V1.1:[2]

1. Code of Maryland Regulations (COMAR) 26.08.02.04-1 (G(3)) states that "If the Department determines that the alternatives that do not require direct discharge to a Tier II water body are not cost effective, the applicant shall: (a) Provide the Department with plans to configure or structure the discharge to minimize the use of the assimilative capacity of the water body".

2. This form helps to ensure that water quality impacts due to the proposed project are comprehensively identified, minimized, mitigated, and justified.

3. To demonstrate that appropriate minimization practices have been considered and implemented, applicants must identify any minimization practices used when developing the project, calculate major Tier II resource impacts, consider alternatives for impacts, and adequately justify unavoidable impacts. Further water quality impact minimization such as mitigation or out-of-kind offsets may be required.

Construction Stormwater Antidegradation Checklist - Version 1.1 :[3]

[1] https://mde.maryland.gov/programs/Water/TMDL/WaterQualityStandards/Documents/Tier-II-Forms/TierII_NoDischargeAnalysis_Form_1.2.pdf
[2] https://mde.maryland.gov/programs/Water/TMDL/WaterQualityStandards/Documents/Tier-II-Forms/TierII_Minimization_Form_1.1.pdf
[3] https://mde.maryland.gov/programs/Water/TMDL/WaterQualityStandards/Documents/Tier-II-Forms/AntiDegradation%20Checklist%20V1.1.pdf

1. This form replaces the Tier II checklist, *Enhanced Best Management Practices for Tier II Waters*, distributed in the past.

2. To complete the checklist, applicants are required to coordinate with the County or appropriate approval authority when developing construction plans and stormwater management plans.

3. Applicants are required to provide this form when seeking a NOI/DOI for coverage under the general construction permit. Other forms and documentation materials shall also be uploaded to the general construction permit site at this time.

Island Creek 1, E Fork Langford Creek UT 1, Red Lion Branch 1, Southeast Creek 2, Granny Finley Branch 1, Three Bridges Branch 1 and Lyons Creek 3, which are located within the vicinity of the Project, have been designated as Tier II streams. The Project is within the Catchment (watershed) of the segments. (See attached map).

Currently, there is no assimilative capacity in the following watersheds, **Red Lion Branch 1, Granny Finley Branch 1, and E Fork Langford Creek UT 1**. This means that recent data indicates that sometime after designation, the Tier II stream segment has degraded. Therefore, additional social and economic justification is needed. The SEJ is primarily a narrative that justifies the unavoidable impacts to water quality identified by the minimization alternatives analysis. A general outline of information required to complete the SEJ has been provided.

Planners should be aware of legal obligations related to Tier II waters described in the Code of Maryland Regulations (COMAR) 26.08.02.04 with respect to current and future land use plans. Information on Tier II waters can be obtained online at: http://www.dsd.state.md.us/comar/comarhtml/26/26.08.02.04.htm
and policy implementation procedures are located at
http://www.dsd.state.md.us/comar/comarhtml/26/26.08.02.04-1.htm

Planners should also note as described in the Code of Maryland Regulations (COMAR) 26.08.02.04-1(C), "Compilation and Maintenance of the List of High Quality Waters", states that "When the water quality of a water body is better than that required by water quality standards to support the existing and designated uses, the Department shall list the water body as a Tier II water body. *All readily available information may be considered to determine a listing. The Department shall compile and maintain a public list of the waters identified as Tier II waters.*"

The public list is available in PDF from the following MDE website: http://mde.maryland.gov/programs/Water/TMDL/WaterQualityStandards/Documents/Tier_II_Updates/Antidegradation-Tier-II-Data-Table.pdf.

The interactive Tier II webmap is located at the following website: (https://mdewin64.mde.state.md.us/WSA/TierIIWQ/index.html).

Direct any questions regarding the Antidegradation Review to Angel Valdez via email at angel.valdez@maryland.gov, or by phone at 410-537-3606.

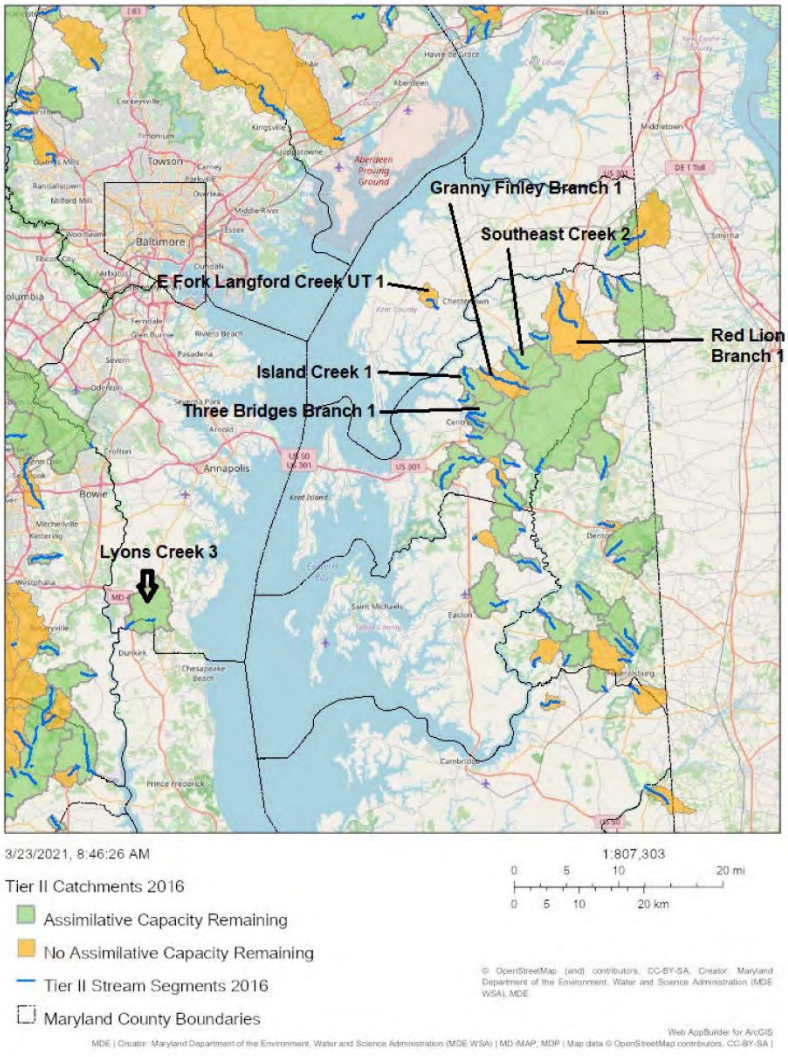
ADDITIONAL COMMENTS

Stormwater
Planners should consider all Maryland Stormwater Management Controls and during Site Design the planner should consider all Environmental Site Design to the Maximum Extent Practicable and "Green Building" Alternatives. Designs that reduce impervious surface and BMPs that increase runoff infiltration are highly encouraged.

Further Information:
https://mde.maryland.gov/programs/Water/SSDS/Pages/index.aspx

Redevelopment Regulations:
http://www.dsd.state.md.us/comar/comarhtml/26/26.17.02.05.htm

MD20210223-0132



Construction Stormwater Antidegradation Checklist – Version 1.1

This checklist is intended to be used as guidance for evaluating any portion of your construction site that is located with a watershed that is identified by the Department[1] or the EPA, as a Tier II for antidegradation purposes. This Checklist [2]is acceptable for use in documenting your antidegradation review and ensuring protection of Tier II resources during construction. This form, or other appropriate written evaluation, may be uploaded with your NOI or provided to the Industrial Stormwater Permits Division at the Maryland Department of the Environment. The information provided to the Department addresssing the antidegredation review shall be clearly marked on the erosion and sediment control (E&SC) plan and approved by the appropriate approval authority pursuant to COMAR 26.17.01.

Project Name: _____ **General Permit Number (MD):**_____ **OR, if not available,** **County or State ESC Plan Identifier:** _____ **County:**_____ **Site Map #**_____ **Parcel #**_____ **Applicant Signature:** _____ **Date Complete:** _____	
Do all Tier II watersheds impacted by the proposed activity have assimilative capacity(1)? If the proposed activity is to a stream segment which doesn't have assimilative capacity, you will need to consult with the Department's Tier II staff on available options and list the findings here. Comments: _____ _____ _____ _____	**Yes/No**
Were any waivers granted by the Approval Authority for stormwater controls for this project? For projects in Tier II watersheds, waivers need to be fully justified in light of the potential to impact water quality. A waiver that was granted that could lead to degradation would require modeling or other evidence that the lack of stormwater controls will not impact the receiving waters.	**Yes/No**
Verify whether you will meet the following minimum Stabilization Criteria. After initial soil disturbance or redisturbance, permanent (2011 ESC Handbook Section B-4-5) or temporary (2011 ESC Handbook Section B-4-4) stabilization is required within: i. Three (3) calendar days as to the surface of all perimeter controls, dikes, swales, ditches, perimeter slopes, and all slopes steeper than 3 horizontal to 1 vertical (3:1); and ii. Seven (7) calendar days as to all other disturbed areas on the project site except for those areas under active grading.	**Yes/No**

[1] Use the interactive Tier II webmap located at: https://mde.maryland.gov/programs/Water/TMDL/WaterQualityStandards/Pages/HighQualityWatersMap.aspx to assist you. On the map, Tier II watersheds colored orange have NO assimilative capacity.

[2] Alternative forms may be approved by the Department, if they contain the information in this checklist.

Verify Increased Inspection Frequency for activity within Tier II Watershed. For any portion of the site that discharges to a water that is identified by the Department as Tier II for antidegradation purposes, more frequent inspections are beneficial. Will you inspect at least once every four (4) calendar days?	**Yes/No**
Verify Piles are located outside the Stream Protection Zone. For stockpiles or land clearing debris piles composed, in whole or in part, of sediment and/or soil (2011 ESC Handbook Section B-4-8), locate the piles outside of any Stream Protection Zones.	**Yes/No**
Were there any E&SC exemptions to the requirements for Protections in the Stream Protection Zone below? Note: The list of potential exemptions are listed at the end of this checklist. If exemptions were applicable make sure to include them in the plan. Comments: _____ _____ _____	**Yes/No**
Have you Verified your Stream Protection Zone Considerations below? All additional controls selected in Compliance Alternative 2, to meet the Stream Protection Zone Considerations below shall be clearly marked on the erosion and sediment control (E&SC) plan and approved by the appropriate approval authority pursuant to COMAR 26.17.01. You are required to document in your E&SC plan where the natural buffer width that is retained (where you are implementing alternative 1 below) and you must document the reduced width of the buffer you will be retaining and document the additional erosion and sediment controls you will use (where you will be implementing alternative 2 below). Comments: _____ _____ _____	**Yes/No**
Stream Protection Zone Alternative 1: Provide and maintain an undisturbed natural buffer within the Stream Protection Zone (an average of 100 feet from edge of stream). Comments: _____ _____ _____	**Yes/No**
Stream Protection Zone Alternative 2: Provide and maintain an undisturbed natural buffer that is less than an average of 100 feet and is supplemented by additional erosion and sediment controls. The acceptable additional erosion and sediment controls include, but are not limited to, those listed in the 2011 ESC Handbook. Those controls are accelerated stabilization, redundant controls, upgraded controls, passive or active chemical treatment, or a reduction in the size of the grading unit. These options are provided below, which are the controls that must be considered and, once selected, implemented when construction activity occurs within these Stream Protection Zones. The local approval authorities may provide additional options that provide similar protection. Check each that apply below. Comments: _____ _____ _____ _____	**Yes/No**

☐ ***a: Accelerated Stabilization Requirements***

Earth disturbance must be stabilized as soon as possible and as dictated by the approved plan (e.g., seed and mulch, soil stabilization matting, rip rap, sod, pavement):

- At a minimum, all perimeter controls (e.g., earth dikes, sediment traps) and slopes steeper than 3:1 require stabilization within three calendar days and all other disturbed areas within seven calendar days
- Accelerated stabilization (e.g., same day stabilization) may be required based on site characteristics or as specified by the approval authority

Comments: _____

☐ ***b: Redundant Controls***

Runoff must pass through two sediment control devices in series. The following are examples of possible combinations:

- When dewatering sump areas or sediment traps or basins, discharge sediment laden water first to a portable sediment tank and then a filter bag
- Install parallel rows of a perimeter filtering control or a combination thereof of silt fence, super silt fence, and filter logs (e.g., two rows of parallel silt fence or a row of filter log parallel to a row of super silt fence)

Comments: _____

☐ ***c: Upgrade Controls***

The following are examples of possible upgrades:

- Upgrade from silt fence to super silt fence
- Upgrade from temporary stone outlet structure to temporary gabion outlet structure
- Upgrade all sediment traps and basins to control additional storage volume; increase the required storage volume from 3,600 cubic feet/acre to 5,400 cubic feet/acre
- Upgrade standard inlet protection type A to type B and at grade inlet protection to gabion inlet protection

Comments: _____

☐ ***d: Passive or Active Chemical Treatment***

The use of chemical additives requires permit coverage and considerations related to potential aquatic toxicity. https://mdewwp.page.link/ChemAddReview.

Comments: _____

☐ ***e: Reduction in the Size of the Grading Unit***

- Require grading unit limitations to 10 acres of earth disturbance inside the Stream Protection Zone
- Require grading unit limitations to 20 acres for any earth disturbance that is adjacent to and contiguous with earth disturbances inside the Stream Protection Zone

Comments: _____

☐ ***f: Prerogative of Approval Authorities***

The additional controls described above for projects in Stream Protection Zones are examples of accelerated stabilization, redundant controls, upgraded controls, passive or active chemical treatment, or a reduction in the size of the grading unit. Approval authorities may use these examples as a guide when approving projects, but may also apply further erosion and sediment control measures based on local site conditions and best professional judgement.

Comments: _____

Exemptions to the requirements for Protections in the Stream Protection Zone:

- The following disturbances within the Stream Protection Zone are exempt from the requirements this guidance:- Construction approved under a CWA Section 404 permit; or- Construction of a water-dependent structure or water access areas (e.g., pier, boat ramp, trail).

- If there is no discharge of stormwater to Waters of this State through the area between the disturbed portions of the site and receiving waters, you are not required to comply with the requirements in this guidance. This includes situations where you have implemented controls measures, such as a berm or other barrier, which will prevent such discharges.

- Where no natural buffer exists due to preexisting development disturbances (e.g., structures, impervious surfaces) that occurred prior to the initiation of planning for the current development of the site, you are not required to comply with the requirements in this guidance.

  Where some natural buffer exists but portions of the area within the Stream Protection Zone are occupied by preexisting development disturbances, you <u>are</u> required to comply with the requirements in this guidance. Clarity about how to implement the compliance alternatives for these situations is provided upon request from the Department.

- For "linear construction sites" , you are not required to comply with this requirement if site constraints (e.g., limited right-of-way) make it infeasible to implement one of the above compliance alternatives, provided that, to the extent feasible, you limit disturbances within Stream Protection Zone. You must also document in the Checklist your rationale for why it is infeasible for you to implement one of the above compliance alternatives, and describe any buffer width retained and supplemental erosion and sediment controls installed.

MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

Maryland Department of the Environment

Antidegradation Review Report Form
Alternatives Analysis – Minimization Alternatives

Purpose
This form is designed to help applicants assemble a complete Tier II Review report. This form specifically addresses calculating Tier II resource impacts, and evaluating alternatives that minimize water quality degradation from unavoidable impacts to Tier II watersheds and streams. This analysis is applicable to all areas of the **whole and complete project** within a Tier II watershed. The Department will use this information to determine whether or not the applicant evaluated all reasonable alternatives to minimize water quality degradation. MDE may provide additional comments, conditions, or requirements, during the course of the review.

Fill in all that apply:

1. **Project Name:** _____
2. **County ESC Plan Identifier:** _____
3. **Nontidal Wetlands & Waterways Construction Tracking Number: 20206_ _ _ _**
4. **General Permit Number:** _____
5. **Other Application Type and Number:** _____

Applicant Signature: _____ **Date Complete:** _____

Background
Code of Maryland Regulations (COMAR) 26.08.02.04-1 (G(3)) states that "If the Department determines that the alternatives that do not require direct discharge to a Tier II water body are not cost effective, the applicant shall: (a) Provide the Department with plans to configure or structure the discharge to minimize the use of the assimilative capacity of the water body". To demonstrate that appropriate minimization practices have been considered and implemented, applicants must identify any minimization practices used when developing the project, calculate major Tier II resource impacts, consider alternatives for impacts, and adequately justify unavoidable impacts. Further water quality impact minimization such as mitigation or out-of-kind offsets may be required. Additionally, applicants are required to coordinate with the County or appropriate approval authority when developing construction plans, and incorporate additional practices as indicated by the guidance provided in the *Construction Stormwater Antidegradation Checklist*. This checklist, as well as the other portions of the Tier II Review Report are required prior to receiving many permits and authorizations from MDE.

MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

Instructions and Notes

1. Review all of the information in this document carefully. Prepare a report to address all of the analysis required by this document. Submit all Tier II analysis and documentation together.
2. Do not leave any response blank. Please mark "N/A" for any questions or sections that are not applicable until you reach the end of the document.
3. Provide sufficient supporting documentation for narratives.
4. The level of analysis necessary, and amount of documentation that may be needed to determine if impacts have been adequately addressed, is dependent upon project size, scope, and scale of relative impacts to Tier II resources. Please develop responses accordingly.
5. Reports/responses shall be submitted in electronic format, as well as paper. Full plans are not required unless requested over the course of the review.
6. Direct any questions regarding this form to Angel Valdez at angel.valdez@maryland.gov, or by phone at 410-537-3606.

Minimization Alternative Analysis Final Documentation Checklist

- ☐ Signature & Date MDE Tier II Alternatives Analysis – Minimization Alternative form (page 1)
- ☐ Resource Impact Analysis (**Complete the analysis for each Tier II watershed affected**)
  - ☐ Tier II Stream Buffer Impacts
    - Impact Calculation
    - Impact Minimization
    - Impact Mitigation
    - Impact Justification
    - Stream Buffer Exhibit
  - ☐ Forest Cover Impacts
    - Impact Calculation
    - Impact Minimization
    - Impact Mitigation
    - Impact Justification
    - Forest Cover Exhibit
  - ☐ Impervious Cover
    - Impact Calculation
    - Impact Minimization
    - Impact Mitigation
    - Impact Justification
    - Impervious Cover Exhibit
  - ☐ Mitigation & Other Potential Requirements
    - Plans
    - Signature & Date (Page 8)
- ☐ Construction Stormwater Antidegradation Checklist

MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

Tier II Resource Impacts
Sufficient riparian buffers, ample watershed forest cover, and lower levels of impervious cover are essential to maintaining high quality waters. This project may permanently reduce riparian buffers and forest cover, or increase impervious cover within Tier II watersheds leading to a decrease in water quality. Depending upon project specific impacts, MDE may require monitoring, additional BMPs, expanded buffers in Table 1, and other studies prior to approval. This analysis is applicable to all areas of the **whole and complete project** within a Tier II watershed. MDE will use the following information to determine **permanent** impacts to Tier II watershed resources. Complete the analysis for <u>each</u> Tier II watershed the proposed project may impact.

A. Tier II Stream Buffers
1. Instructions: **a. If no stream buffer impacts are proposed (within 100' of stream), mark this section N/A and proceed to Section B, Forest Cover.** **b. Insert the Tier II watershed name at the top of each box.** **c. "Impacted" stream segments are those disrupted by road crossings, other infrastructure, construction (ex. sewer lines), or otherwise buried** **d. Calculate buffer averages for 2(f) below on a stream segment-by-segment basis.** **e. Explain in detail alternatives considered, and any actions taken**

A. Tier II Stream Buffers - - Tier II Watershed: _____		
2. Calculation of Permanent Riparian Buffer Impacts to State Regulated Waters	**Linear Feet +/-**	
	LEFT Bank	**Right Bank**
a. Combined length of on-site stream segments:		
b. Combined length of <u>EXISTING</u>, pre-development, impacted stream segments:		
c. Combined length of <u>PROPOSED</u>, post-development, impacted stream segments:		
d. Total post-development <u>impacted</u> stream segments 2(b) + 2(c)=		
e. Total post-development <u>unimpacted</u> stream segments 2(a) - 2(d) =		
f. Combined length of streams, post-development, with an average 100' buffer, based on the value in 2(e):		
g. Potential Tier II Buffer Impacts 2(e) - 2(f) =		

MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

A. Tier II Stream Buffers - - Tier II Watershed: _____

3. Buffer Impact Minimization:

Evaluate on-site alternatives for buffer impacts for segments identified in 2(g). Examples include minimizing ROW, narrowing paths, alternate routes for walkways, roads, crossings, etc. to avoid buffer impacts.

4. Buffer Impact Mitigation:

Mitigation or offsets can occur both on and off-site. On-site, the intent is to achieve a 100' average stream buffer width.

Per segment, locate areas where impacts to the 100' buffer are unavoidable. Include those impacts in the mitigation/offset alternatives analysis. Conditions under section D shall apply.

a) Evaluate on-site alternatives to identify areas where buffers could be expanded beyond the minimum 100' to offset areas of unavoidable buffer width constraints.
b) If there are no on-site areas, evaluate off-site areas, within the Tier II watershed, where buffers could be improved, expanded, or established.

5. Buffer Impact Justification:

If there are any remaining unavoidable impacts, provide narrative justification and supporting documentation for impacts. Reasons may include existing infrastructure, clearance necessary to comply with regulation, no alternative location for stormwater management, property boundary, etc.

6. Buffer Exhibit

Prepare a Tier II Buffer Exhibit for on-site streams. Dependent upon the number of segments, multiple sheets (8 ½" by 11") may be used. On an overview, label each segment (a, b, c…) and provide a tabular summary, per bank-segment (e.g., left bank of segment a), of average buffer width.

In addition to on-site streams, the exhibit shall display the following information:

- 100- foot riparian buffer. (symbolize with a line)
- Areas where the post-construction stream buffer are +/- 100 feet. (symbolize with shading, hatches, or dots, etc.)
- On-site areas where buffers could be maintained at a distance of greater than a 100' if there are unavoidable constraints in some locations. (symbolize with shading, hatches, or dots, etc.)

Table 1: Expanded Tier II Riparian Buffer

Adjusted Average Optimal Buffer Width Key (in Feet)				
	Slopes (%)			
Soils	0-5%	5-15%	15-25%	>25%
ab	100	130	160	190
c	120	150	180	210
d	140	170	200	230

MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

B. Tier II Forest Cover
1. Instructions: **a. If there is no net forest cover loss within the impacted Tier II watershed, mark this section N/A and proceed to Section C, Impervious Cover.** **b. Insert the Tier II watershed name at the top of each box.** **c. "Potential Constraints" include forest loss due to ROW, property boundaries, regulatory requirements, etc.** **d. Explain in detail alternatives considered, and any actions taken**

B. Tier II Forest Cover - - Tier II Watershed: _____	
2. **Calculation of Permanent Forest Cover Impacts**	**Acres +/-**
a. Total on-site forest cover, EXISTING:	
b. Total on-site forest cover, POST-PROJECT:	
c. Total off-site reforestation or restoration, IN the Tier II Watershed listed above:	
d. Permanent forest loss due to potential constraints:	
e. *Total forest cover retained in Tier II Watershed* 2(b) + 2(c) =	
f. *Total forest cover loss in Tier II Watershed* 2(e) – 2(a) =	

B. Tier II Forest Cover - - Tier II Watershed: _____
3. Forest Cover Loss Minimization
If 2(d) is greater than 0, or if 2(f) is a negative value, evaluate on-site alternatives for forest cover impact minimization. Examples include minimizing ROW, alternate routes for roads, crossings, etc. to avoid forest cover impacts.
4. Forest Cover Loss Mitigation
To achieve no net negative impact as a result of the proposed activity, the applicant shall consider alternatives to mitigate impacts 'in-kind', for forest cover loss, to the maximum extent economically feasible. Provide additional information regarding the value in 2(c). Once those options are exhausted, applicants shall evaluate out-of-kind alternatives within the Tier II watershed that will help offset water quality impacts. These out-of-kind alternatives include impervious cover disconnection or retrofits, stream restoration, buffer enhancement, etc.
5. Forest Cover Loss Justification
If there are any remaining unavoidable impacts to forest cover, provide narrative justification and supporting documentation for impacts. Reasons may include existing infrastructure, clearance necessary to comply with regulation, no alternative location for stormwater management, property boundary, etc.
6. Forest Cover Exhibit
On an 8 ½" by 11" sheet(s), prepare an on-site Tier II Forest Cover Exhibit. Using varying symbology, show a basic site layout relative to 2(a), 2(b), and 2(d) above. Prepare a separate exhibit regarding any off-site reforestation, or out-of-kind mitigation opportunities in accordance with Section D.

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MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

C. Impervious Cover
1. Instructions: **a. If ESD is used to treat all new, on-site, post-construction stormwater, mark this section N/A and proceed to Section D, Mitigation and Other Potential Requirements.** **b. Insert the Tier II watershed name at the top of each box.** **c. Explain in detail alternatives considered, and any actions taken.**

C. Tier II Impervious Cover - - Tier II Watershed: _____	
2. Calculation of Impervious Cover Increase	**Acres +/-**
a. Total additional (new) impervious cover, POST-PROJECT:	
b. Total additional (new) impervious cover treated with ESD practices, POST PROJECT:	
c. *Total impervious cover not treated with ESD practices, POST-PROJECT:* *2(a) – 2(b) =*	

C. Tier II Impervious Cover - - Tier II Watershed: _____
3. Impervious Cover Minimization
If 2(c) is greater than 0, evaluate on-site alternatives for impervious cover impact minimization by identifying additional areas where ESD stormwater management practices can be utilized.
4. Impervious Cover Offsets
Add the area-acres of remaining unavoidable impervious cover increases (not treated with ESD) to the total targeted for mitigation under Section B(4). Increases such as these can be mitigated with forest cover restoration/afforestation, or through off-site mitigation alternatives such as impervious cover disconnection or retrofits, stream restoration, buffer enhancement, etc.
5. Impervious Cover Justification
If there is any remaining unavoidable addition of impervious surface acreage (not treated with ESD) and which is not offset, provide narrative justification and supporting documentation for impacts. Reasons may include existing infrastructure, clearance necessary to comply with regulation, no alternative location for stormwater management, property boundary, etc.
6. Impervious Cover Exhibit
On an 8 ½" by 11" sheet(s), prepare an on-site Tier II Impervious Cover Exhibit. Using varying symbology, show a basic site layout relative to 2(a), 2(b), and 2(c) above. Prepare a separate exhibit regarding any off-site reforestation, or out-of-kind mitigation opportunities in accordance with Section D.

MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

D. Tier II Mitigation and Other Potential Requirements
1. If mitigation is necessary: **a. In-kind mitigation shall occur at a target ratio of 1:1.** **b. In order to satisfy the requirements of the Antidegradation Review, an applicant must demonstrate that they have conducted a robust alternatives analysis, <u>including mitigation</u> as a means for additional minimization of unavoidable impact to Tier II resources.** **c. MDE strongly recommends pre-application meetings.** **d. Regardless of application status, prepare preliminary analysis, including:** **i. Preliminary site search for potential properties** **ii. Basic exploration of out-of-kind possibilities, such as restoration, impervious cover retrofit or removal, etc.** **e. Mitigation is required for unavoidable net forest cover loss.** **f. The greater the net loss, the higher the restoration target.**

D. Tier II Mitigation and Other Potential Requirements
2. Mitigation Plan Components
a. <u>Statement of unavoidable impacts to Tier II waters</u>. This is total loss calculated in Section A (2)h, Section A(2)i, Section B (2)f, and Section C (2)c. Identify values specifically associates with stream buffers, forest cover, and impervious cover. Tabular totals shall be broken according to resource type and Tier II watershed impacted. The accompanying narrative shall include a summary of why impacts are considered unavoidable. b. <u>Preferred mitigation alternatives analysis within the impacted Tier II watershed</u>. The order of mitigation alternatives is as follows: i. In-kind, on-site ii. In-kind, off-site iii. Out-of-kind, on-site iv. Out-of-kind, off-site c. <u>Mitigation site alternative analysis</u>. Establish site search criteria. All locations must be located within the affected Tier II watershed identified for each unavoidable impact calculated in 2(a). Tabular totals shall include the amount of mitigation/offset selected alternatives achieve. Include maps of each mitigation property. d. <u>Protection Mechanism</u>. Explain the plan proposed to ensure that all areas identified for mitigation shall be protected in perpetuity. Permittees shall be required to provide documentation in the form of covenants, landowner agreements, deed details, etc. as well as financial assurances. This shall be provided no more than 60 days after completion. e. <u>Site Description</u>. Provide site address, name of property if known, map and parcel number, and centroid coordinates in latitude/longitude. Include maps of each mitigation property. Maps shall include natural resources (i.e. existing forest cover, streams, wetlands, etc.), roads, railways, and any other important identifying features. Maps shall include natural resources (i.e. existing forest cover, streams, wetlands, etc.), roads, railways, and any other important identifying features. f. <u>Planting plan</u>: Reforestation shall incorporate optimum vegetation selection guidance provided in the *State Forest Conservation Technical Manual, 3rd edition, 1997 by Maryland Department of Natural Resources*.

MDE Tier II Alternatives Analysis – Minimization Alternatives V 1.1 (7/9/2020)

D. Tier II Mitigation and Other Potential Requirements
2. Mitigation Plan Components, Continued
g. Monitoring Reports. Properties shall be monitored for a minimum of five years to ensure site success. Reports shall provide visuals of establishment progress, as well as narrative descriptions. Include any issues encountered, overcome, and potential changes that may be necessary to meet objectives.

D. Tier II Mitigation and Other Potential Requirements
3. Other Potential Requirements
a. pH Monitoring and Corrective Action Plan. Often associated with in-stream grout activities. b. Compaction Management Plan. Often associated with linear activities, such as pipelines. c. Water Quality Monitoring and Corrective Action Plan. Associated with projects with in-stream impacts. d. Biological Monitoring. Project requirement for complex projects with direct or significant impacts. e. Hydraulic Analysis. Projects may include direct or significant near-stream disturbances, such as grading, vegetative removal, watershed boundary changes, etc. f. Other requirements. To address unique impacts specific to the activity or site. g. Social and Economic Justification. Depending upon the scope of impacts to Tier II resources and streams, applicants may be required to provide additional documentation to justify the permitting of an activity that will degrade Tier II streams, on an socio-economic basis.

Applicant Signature: _____ **Date:** _____

Provide a hardcopy responses to:

Maryland Department of the Environment
Environmental Assessment and Standards Program
Antidegradation Implementation Coordinator
ATTN: Angel D. Valdez
1800 Washington Blvd
Baltimore, Maryland 21230

Provide an electronic response, by CD to the address above, or a way to download the response from secure cloud-based site, email: to Angel Valdez at angel.valdez@maryland.gov.

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

Maryland Department of the Environment

Antidegradation Review Report Form
Alternatives Analysis - No Discharge Alternative

Purpose

This form is designed to help applicants assemble a complete Tier II Review report. This form specifically addresses evaluating alternatives that avoid impacts to Tier II watersheds and streams. It is strongly recommended that applicants complete this analysis as early in the project planning stages as possible, during initial property site search and screening analysis of purchase and feasibility alternatives.

The Department will use this information to determine whether or not an adequate alternatives analysis was conducted, and to help determine if a reasonable alternative to the proposed activity is available. MDE may provide additional comments during the course of the review.

Fill in all that apply:

1. **Project Name:** _____
2. **County ESC Plan Identifier:** _____
3. **Nontidal Wetlands & Waterways Construction Tracking Number: 20206**_ _ _ _
4. **General Permit Number:** _____
5. **Other Application Type and Number:** _____

_____

Applicant Signature: _____ **Date Complete:** _____

Background

Code of Maryland Regulations (COMAR) 26.08.02.04-1 (G(1)) states that "If a Tier II antidegradation review is required, the applicant shall provide an analysis of reasonable alternatives that do not require direct discharge to a Tier II water body (no-discharge alternative). The analysis shall include cost data and estimates to determine the cost effectiveness of the alternatives".

For land disturbing projects that result in permanent land use change, this 'no discharge' analysis specifically evaluates the reasonability of other sites or alternate routes which could be developed to meet the project purpose, but are located *outside* of the Tier II watershed. Reasonability considerations, as applicable, may take into account property availability, site constraints, natural resource concerns, size, accessibility, and cost to make the property suitable for the project. This analysis shall be performed regardless of whether or not the applicant has ownership or lease agreements to a preferred property or route.

Information from this analysis may be used to inform minimization analysis.

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

Instructions and Notes

1. Complete the analysis for each Tier II watershed impacted.
2. Review the information in this document carefully. Prepare a report to address all of the analyses required by this document. Submit all Tier II analysis and documentation at one time.
3. To help improve review efficiency and avoid delays, do not leave any response blank. Please use "N/A" for any questions or sections that are not applicable.
4. Provide sufficient supporting documentation for narratives.
5. The level of analysis necessary, and amount of documentation that may be needed to make a decision is dependent upon project size, scope, and scale of relative impacts to Tier II resources. Please develop responses accordingly.
6. Reports/responses shall be submitted in electronic format, as well as paper. Full plans are not required unless requested over the course of the review.
7. Direct any questions regarding this form to Angel Valdez at angel.valdez@maryland.gov, or by phone at 410-537-3606.

No Discharge Alternative Analysis Final Documentation Checklist

- ☐ Signed & Dated MDE Tier II Alternatives Analysis – No Discharge Alternative form (page 1)
- ☐ Qualifying Exemptions with supporting documentation
- ☐ General Project Purpose Statement with relevant definitions
- ☐ Alternative Site Reasonability Analysis
  - ☐ Results of initial site search
  - ☐ Map of alternatives relative to preferred site and Tier II streams/catchment
  - ☐ Alternative Sites Summary Analysis Table Supplementary Information (per site)
  - ☐ Detailed Narrative of Alternate Analysis Outcome
- ☐ Alternative Route Reasonability Analysis
  - ☐ Results of initial site search
  - ☐ Map of all alternatives relative to preferred route and Tier II streams/catchment
  - ☐ Alternative Sites Summary Analysis Table Supplementary Information (per site)
  - ☐ Detailed Narrative of Alternate Analysis Outcome
- ☐ Narrative rationale for final decision of reasonableness

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

Qualifying Exemptions
For the purposes of the no discharge analysis for land disturbing activities, extenuating circumstances may apply to projects that are developed to address a specific need, may be linked to special funding, or linked to a specific location. Supporting documentation is required before consideration. Please read the following examples and determine whether or not a given situation is applicable. The applicant must get concurrence from MDE as to the applicability of any special circumstances prior to completing the no discharge alternatives analysis. It is at the Department's discretion to determine whether a special circumstance applies, and whether or not this applicability means that there is not a reasonable alternative that avoids the Tier II watershed. If none of the special circumstances apply, check "**Not Applicable**".
☐ **Not Applicable**
☐ **Situation 1:** Project is linked to unique or special incentives for State, County, or Municipality Example: County needs for 1000 units of low-income senior housing in legislative district 7. Documentation must include the request for proposals (RFP) or similar missive to meet the housing need, and unique benefits or incentives lost if the project is moved outside of legislative district 7. Example: Project is located in a State Designated Priority Funding Area, State Designated Enterprise Zone, or similar area targeted by the State for economic growth, business development, or investment.
☐ **Situation 2:** Project has location specific limitations Example: College campus extension. Education capital funding limits development to sites that are within 5 miles of the main campus. Documentation should include the RFP or similar documentation. Example: Project is taking place in an existing right of way, or using an area that is currently operational. Such projects include replacing transmission lines, expanding operations on a working farm or business center.
☐ **Situation 3:** Military project (or similar) with restrictions due to national security, etc. Example: Construct a new runway and hangar for Air Force 1. The military may identify a certain location or base where this construction shall occur due to existing facilities, support personnel, and security concerns.
☐ **Situation 4:** Project has little to no resource impacts. Example: Repair or replacement of existing structures, road resurfacing, bridge maintenance using scaffolding, General Waterways Construction Permits, habitat restoration, rehabilitation, and stabilization.
☐ **Situation 5:** Project is a "Grandfathered" development, that meets the specifications within Chapter 1.2, in the *Maryland Model Stormwater Management Ordinance, June 2009 & April 2010* Administrative waivers, extension documentation, etc. are required documentation. Note -This exemption does not apply to linear projects like roads or pipelines. Grandfathered projects are not exempt from the minimization alternatives analysis.

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

General Project Purpose Statement

1. Define the overall project purpose and site selection criteria. To result in a fair and meaningful analysis for the antidegradation review the site selection criteria must fall into the following parameters:
    a. The statement must not be so narrowly constructed as to limit the results to one site with no other possible alternatives, or
    b. Likewise, the statement cannot be too broadly written creating too many alternatives to effectively consider.

2. Example Statements
    a. Too Narrow: To develop a high density residential housing complex consisting of 1000 living units on a 200 acre site adjacent to the Mall of Maryland. -- The likelihood that there are multiple properties other than the desired alternative available are unlikely, and this eliminates the possibility of properties outside of the Tier II watershed.
    b. Too Broad: To develop a residential housing complex in Charles County. -- This will yield hundreds of results, creating a burdensome and unrealistic amount of work to evaluate each alternative.**
    c. Reasonable: To develop a residential housing complex near a major shopping center in Northern Charles County. -- This will reduce the number of available properties to a more manageable amount, while still meeting the overall purpose of providing housing near a retail center in a target geographic area. The applicant can further refine the statement by defining "near", "major shopping center", and "Northern Charles County".

3. The applicant must craft a statement that yields at least 3 available alternative properties for further evaluation.

4. The level of detail for the alternative analysis process should appropriately match the complexity of the project taking into consideration factors such as resource impacts to Tier II watersheds in terms of impervious cover, forest cover loss, riparian buffer impacts, public comment, etc. For example, the amount of documentation provided for 3 alternatives to place a single dwelling on one acre is expected to be significantly less than the documentation expected for a 300 acre mixed-use development.

    **Based on comments received during the review or other mitigating circumstances, the Department may require the applicant to evaluate additional alternatives, or provide a more in-depth analysis.

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

Table 1: Alternative Site Evaluation Summary Analysis Table			
Evaluate each criteria listed in the left hand column for each alternative site. Populate each box with the appropriate conditions, i.e. either yes/no, or by listing one or more of the options provided (a, b, c…), such as types of utilities available at a given site.			
	Site 1	**Site 2**	**Site 3**
Availability: a. Owned by applicant b. For sale c. Special, please explain (example: remediation required)			
Sizing appropriate: a. As is b. Purchase of adjoining property/ROW required			
Accessible Utilities: a. Electric b. Water c. Sewer d. Site access (existing road/bridge, etc.). e. None			
Development Resources: a. Existing SWM b. Existing buildings/structures c. Site cleared			
Zoning: a. Appropriate b. Waiver required			
Resource Impacts: a. Streams b. Forest c. Wetlands/wetlands buffer d. 100-yr flood plain			
Cost to Acquire is Reasonable: Yes or No			

Page **5** of **8**

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

Alternative Sites Summary Analysis Table Supplementary Information:

1. Explanation of site search criteria and rationale.
    a. Relate project requirements to the criteria in Table 1.
    b. Include any additional critical criteria not identified in the above table.

2. Results of initial site search.
    a. List the available sites for consideration before the applicant chose 3 for further evaluation.
    b. Include a brief narrative description of each site.
    c. Include a table listing basic site address, lot size, parcel and map.
    d. Include an overview map showing sites and their relative location to the preferred property.
    e. If available, include Real Property Search Data (From Maryland Department of Assessments and Taxation (http://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx), or MLS (Multiple Listing Service) information.

3. Expand upon the responses in Table 1.
    a. Include a narrative that clearly explains how the applicant determined the final 3 sites for further consideration in Table 1.
    b. Provide basic information about each site, i.e. land use, land cover, unique features, on-site resources such as streams, wetlands, relevant geology and/or hydrology, etc.
    c. Discuss specific resource impacts.
        i. Include a table that further breaks down the resource impacts associated with the 3 alternative sites.
        ii. Include a narrative that further details whether resources could be avoided. For example, an on-site stream that will most likely be crossed to accommodate site access would make that site less favorable when compared to another option.

4. Justify final site decision.

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

Table 1: Alternative Route Evaluation Summary Analysis Table (use for linear projects such as roads, utility lines, etc)			
Evaluate each criteria listed in the left hand column for each alternative site. Populate each box with the appropriate conditions, i.e. either yes/no, or by listing one or more of the options provided (a, b, c…), such as types of utilities available at a given site.			
	Site 1	**Site 2**	**Site 3**
Availability: a. ROW Owned by applicant b. ROW can be acquired or leased c. Other, please explain			
Accessible Utilities (i.e. where connecting infrastructure is required): a. Electric b. Water c. Sewer or pipeline d. Site access (existing road/bridge, etc.). e. None			
Zoning: a. Appropriate b. Waiver required			
Resource Impacts: a. Streams b. Forest c. Wetlands/wetlands buffer d. 100-yr flood plain			
Cost to Acquire is Reasonable: Yes or No			

Page **7** of **8**

MDE Tier II Alternatives Analysis – No Discharge Alternative V 1.2 (7/9/2020)

Alternative Route Summary Analysis Table Supplementary Information:

1. Explanation of route search criteria and rationale.
    a. Relate project requirements to the criteria in Table 1.
    b. Include any additional critical criteria not identified in the above table. For example, if the purpose of the project is to improve public safety, documentation must be provided to support this claim. For a new road this may include data on accidents, visibility issues, or geometric design issues that can complicate travel.

2. Results of initial route search.
    a. List the available routes for consideration before the applicant chose 3 for further evaluation.
    b. Include a brief narrative description of each route.
    c. Include a table listing route start and end addresses, parcel and map, land use (i.e. residential neighborhood, commercial district, etc.)
    d. Include an overview map showing results and their relative location within the impacted Tier II watershed.

3. Expand upon the responses in Table 1.
    a. Include a narrative that clearly explains how the applicant determined the final 3 sites for further consideration in Table 1.
    b. Provide basic information about each site, i.e. land use, land cover, unique features, on-site resources such as streams, wetlands, etc.
    c. Discuss specific resource impacts.
        i. Include a table that further breaks down the resource impacts associated with the 3 alternative routes. For example identify the number of streams on-site, potential forest loss for site clearing, etc.
        ii. Include a narrative that further details whether resources could be avoided. For example, an on-site stream that will most likely be crossed to accommodate site access would make that site less favorable when compared to another option. Note: In making a final decision, MDE may take into consideration whether or not the project can avoid the impact by going over it (i.e. bridge) or under it (i.e. drilling). Consider this in the resource impact evaluation. The method of crossing may be a special permit condition.

4. Justify final route decision.

Provide a hardcopy responses to:

Maryland Department of the Environment
Environmental Assessment and Standards Program
Antidegradation Implementation Coordinator
ATTN: Angel D. Valdez
1800 Washington Blvd
Baltimore, Maryland 21230

Provide an electronic response, by CD to the address above, or a way to download the response from secure cloud-based site, email: to Angel Valdez at angel.valdez@maryland.gov.

Page **8** of **8**

SEJ Outline – Basic V 1.0

Maryland Department of the Environment
Antidegradation Review Report Form
Social and Economic Justification – Outline for Basic Projects

MARYLAND

Purpose

This form is designed to help applicants assemble a complete social and economic justification (SEJ) to complete the Antidegradation Tier II Review when there are certain unavoidable impacts to water quality. Pursuant to COMAR 26.08.02.04-1 (J), applicants must submit an SEJ if "(a) No cost effective alternative to the discharge is available; or (b) The cumulative degradation resulting from nonpoint source pollution and any other permitted discharges would diminish water quality". Therefore, if impacts cannot be fully avoided, minimized, or mitigated, the applicant may have to provide MDE with an SEJ. The SEJ must demonstrate that an economic hardship and/or public benefit overrides the value of the ecological services or water quality benefit that the Tier II water segment provides. The applicant must also provide documentation to show that all reasonable avoidance, minimization, and mitigation alternatives have been considered, and where economically feasible, implemented.

The Department will use this information to determine whether or not the SEJ is complete, if it adequately justifies the impact to water quality, and to make a final permit determination. MDE may provide additional comments during the course of the review.

- **Introduction**
  - Project Summary
  - Impacts
  - Antidegradation Policy
  - Document purpose
- **Socioeconomic Contributions of the Project**
  - Economic Importance and Benefit
    - Economic Impacts- During Construction
    - Economic Impacts –During Operations
    - Fiscal Impacts –Development Phase
    - Fiscal Impacts –During Operations
  - Social Importance and Benefit
    - Widespread social benefits to the community affected
    - Contributions to environment
- **Socioeconomic Benefits of High Quality Waters (as applicable)**
  - Social importance and benefit
    - Impacts on property value
    - Recreation value
    - Other quality of life benefits
  - General Evaluation of Economic Impacts of Restoring Degraded Stream Resources, including impacts to resources necessary to maintain high quality waters
    - Costs of 1:1 in-kind mitigation for all net forest cover loss based on area market value
    - Estimated cost of stream restoration, per linear foot, based on area market value
- **Conclusion**
- **References & Appendices as needed**

Page **1** of **1**

COUNTY COUNCIL OF TALBOT COUNTY
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www.talbotcountymd.gov

CHUCK F. CALLAHAN, President
PETE LESHER, Vice President

FRANK DIVILIO
COREY W. PACK
LAURA E. PRICE

March 26, 2021

VIA E-MAIL: info@baycrossingstudy.com
Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224

RE: Tier 1 Draft Environmental Impact Statement (DEIS)
Chesapeake Bay Crossing Study

On behalf of the Talbot County Council, I am again going on record against the Corridor 8 Chesapeake Bay Crossing proposal moving into the Tier 2 study. Enclosed herewith please find correspondence from Talbot County dated November 27, 2017, December 17, 2019 and August 12, 2020 that I am requesting be made part of the public record.

The County Council discussed the Tier 1 Draft Environmental Impact Statement (DEIS) at its meeting on March 23, 2021. Corridor 8 impacts four of the county's historic villages: Claiborne, Copperville, Tunis Mills and Unionville. These low density historic residential communities are an important component of the county's rural character and are recognized for their significant heritage and pattern of development. The County is committed to protecting these historic communities, some of which are low-income and majority minority populations, and it is distressing that these considerations are not acknowledged in the DEIS.

Additionally, it is important to be cognizant of maintaining traffic flow not only across the Chesapeake Bay, but throughout the U.S. Route 50 corridor. The current traffic flow through Talbot County on U.S. Route 50 is of concern, particularly during the summer months. Consideration should be given for the construction of an overpass at the intersection of U.S. Route 50 and Maryland Route 404 as well as the addition of a third travel lane on U.S. Route 50. With numerous traffic lights between Chapel Road and Dutchmans Lane, significant bottlenecks are occurring both with the traffic flow on U.S. Route 50 and traffic crossing U.S. Route 50. The County has noted for several years, most recently in its 2020 Priority Listing for the Consolidated Transportation Plan to the Maryland Department of the Environment, concerns with the following areas:

US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50.

The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

MD Route 50/MD Route 331 – Dover Street Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

US Route 50/Chapel Road - Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Chapel Road, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

In addition, the Maryland Route 33 corridor serves as the sole evacuation route for the populated Bay Hundred peninsula. Additional heavy traffic on this road as a result of an additional Chesapeake Bay crossing would be of significant concern particularly during weather related emergencies. As noted in the 2020 Priority Listing for the Consolidated Transportation Plan:

MD Route 33 Capacity and Evacuation Improvements
During weather-related emergencies such as Tropical Storm Isabel and Hurricane Irene, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the county. *The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula.* Accordingly, elevation modification to eliminate or minimize storm surge road flooding, as well as capacity improvements, should be pursued to protect the lives and safety of citizens in this area. Also, portions of this corridor between the Town of St. Michaels and the Town of Easton experience some weekday capacity issues which are anticipated to increase in the future. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near its intersection with MD Route 322. As an interim measure, the MD Route 33 corridor should be evaluated for any issues or problems that would need to be resolved in future improvements.

In closing, the Talbot County Council is against the Corridor 8 Chesapeake Bay Crossing proposal moving into the Tier 2 study. Thank you for the opportunity to comment.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY

Chuck F. Callahan, President

CFC/jkm
Attachments

Cc: Sylvia Mosser, AICP, Maryland Department of Planning

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JENNIFER L. WILLIAMS, President
COREY W. PACK, Vice President

DIRCK K. BARTLETT
CHUCK F. CALLAHAN
LAURA E. PRICE

November 27, 2017

Kevin Reigrut, Executive Director
Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

Re: Chesapeake Bay Crossing Study – Talbot County

Dear Director Reigrut:

Please consider this letter as the Talbot County Council's formal request that Talbot County be removed from consideration as a corridor for any proposed future capacity expansion across the Chesapeake Bay.

While the County Council recognizes that current and future traffic volumes may warrant the need for an additional crossing, Talbot County's road infrastructure is severely insufficient to handle the anticipated increases in traffic.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Jennifer L. Williams
President

cc: Pete K. Rahn, Secretary, Maryland Dept. of Transportation
Senator Adelaide Eckardt
Delegate John Mautz, IV
Delegate Christopher Adams

COUNTY COUNCIL OF TALBOT COUNTY
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COREY W. PACK, President
CHUCK F. CALLAHAN, Vice President

FRANK DIVILIO
PETE LESHER
LAURA E. PRICE

December 17, 2019

Melissa Williams, Director of Planning and Program Development
Maryland Transportation Authority
2310 Broening Highway
Baltimore, Maryland 21224

Re: Chesapeake Bay Crossing Study - Corridor 8 Alternative – Items of Consideration Justifying Denial as "Preferred Corridor Alternative"

Dear Ms. Williams:

The Talbot County Council is on record with your office against the Corridor 8 proposal moving into the Tier 2 study and as such has several additional items to submit justifying that position. Specifically, the County's recently updated Comprehensive Plan and related land use documents raise numerous areas of concern that should preclude Corridor 8 Alternative from becoming the "Preferred Corridor Alternative".

The County has adopted a Chesapeake Bay Critical Area Plan which affects all waterfront areas of the County 1,000 feet landward from the shoreline or the inland edge of tidal wetlands. This action to implement the State's Critical Area program effectively converted 57,498 waterfront acres to a very low density of one dwelling unit per 20 acres. These areas are characterized by natural environments such as floodplains and wetlands, agriculture, forestry and fisheries, and critical habitat. It is the County's intent to retain these areas in such uses, in support of the State's efforts regarding the Chesapeake Bay Critical Area.

The upland portions contiguous to the Critical Area are equally important because of the high concentration of sensitive natural areas in close proximity to the tributaries of the Chesapeake Bay. Like the Critical Area, this area also features a mix of agriculture, low-density residential and natural resource areas.

In addition, these narrow land areas have few routes to inland parts of the County. Flooding, traffic and other road obstructions have demonstrated legitimate cause for concern, should development overcome the capacity for safe transit through these areas.

Conserving the agriculture, forestry, recreational and resource conservation uses that form the character of these areas is a high priority. Detailed zoning regulations have been adopted which direct, manage, control and minimize the adverse impacts of growth of these sensitive areas. The Chesapeake Bay Crossing Study Option 8 alignment would bisect and directly impact the County's most environmentally sensitive areas. The County has adopted detailed zoning regulations to direct, manage, control and minimize the adverse impacts of growth on these areas, including regulations in the Rural Conservation (RC) and Western Rural Conservation (WRC) zoning district.

Specific policy statements of the Comprehensive Plan follow as noted:

- The County is committed to protecting these sensitive environmental areas and future development in the sensitive areas should be primarily characterized by open space, agriculture, forestry, and low-density single-family detached homes (Policy 2.27). New development is restricted in sensitive areas and the protection and enhancement of environmental resources should be ensured (Policy 6.27).
- Agriculture and forest cover should remain the dominant land uses (Policy 2.28).
- Development within the 100-year floodplain associated with the Critical Area is also limited to minimize disturbance and protect life and property (Policy 6.23).
- The County also recognizes the importance of stream corridors as water quality buffers and wildlife habitat and encourages their protection in an undisturbed state (Policy 6.24).
- A County objective is to coordinate with federal and state agencies to preserve existing wetlands where possible and goal of "no net loss" of wetlands (Policy 6.30).
- Maintaining natural topography, drainage ways and tree cover should be a priority when determining the location of roads, placement of structures and site improvements (Policy 6.34).
- Forests and vegetation should be preserved in stream corridors to preserve the integrity of associated waterways (Policy 6.29).
- The County directs intense growth and development away from threatened and endangered species habitat and maintain low density conservation zoning in areas where such habitats are identified (Policy 6.35).

In addition to the County Comprehensive Plan, the County's Green Infrastructure Plan identifies multiple focus areas throughout the County. The Green Infrastructure Plan is an inventory of land and water areas that correspond with conservation priorities based on defined attributes. Two areas in particular would be impacted by Option 8; the Claiborne/Eastern Bay Shores and Miles/Wye East River Peninsula focus areas. Through the Plan, the County has identified these focus areas to enable County leaders to make the most educated conservation and land use decisions and to protect the County's valuable ecological, agricultural and aquatic resources.

Greenway hubs are significant areas that provide for wildlife habitat and biodiversity. They also often have scenic qualities, emphasize cultural and historic resources and include places or trails with historic and cultural values providing educational, scenic, recreational or economic benefits to the community.

Corridor 8 would also impact four of the County's historic villages: Claiborne, Copperville, Tunis Mills and Unionville. These villages are notable among the County's residential areas; they are low density historic residential communities that are an important component of the County's rural character and recognized for their significant heritage and pattern of development. The County is committed to safeguarding these attributes and maintaining their sense of place.

It is for the above outlined reasons that the Talbot County Council is against having Corridor 8 selected as the "Preferred Corridor Alternative". The Council stands ready to discuss this matter with any party necessary to further the case against moving forward with Corridor 8.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY

Corey W. Pack, President

CWP/jkm

Talbot County Department of Planning and Zoning
215 Bay Street, Suite 2
Easton, Maryland 21601

Phone: 410-770-8030
Email: mverdery@talbotcountymd.gov

FAX: 410-770-8043
TTY: 410-822-8735

August 12, 2020

Heather Lowe, Project Manager
Maryland Transportation Authority
Division of Planning and Program Development
Point Breeze 2310 Broening Highway
Baltimore, MD 21224

Re: Bay Crossing Section 106

Dear Ms. Lowe,

The National Historic Preservation Act mandates the Section 106 process to accommodate historic preservation concerns in consultation with agency officials and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of the project. It is our understanding that the Section 106 process is running parallel to the draft Environmental Impact Statement process. Talbot County and the Historic Preservation Commission appreciates the opportunity to provide comment on the Chesapeake Bay Crossing Study, Tier 1 NEPA (Study).

The Study considers three Corridor Alternatives Reviewed for Analysis (CARA), each two-miles in width and known as the Area of Potential Effects or APE, from an original 14 corridors. It is our understanding that each CARA is designed to connect existing major roadway infrastructure of four lanes or greater and specific roadway alignments for possible crossing locations identified in the Tier 1 Study. Identification of alternative alignments would occur in Tier 2, if Tier 1 concludes with the selection of a Preferred Corridor.

Talbot County's Corridor 8 begins in Annapolis, roughly follows MD 424 and MD 214, crossing the Bay near Mayo, and passing just south of the southern tip of Kent Island, then curves northeast. The corridor returns to land on the Eastern Shore near MD 33, west of St. Michaels. From there, Corridor 8 crosses the Miles River and does not follow the existing roadway network until it ties-in with MD 50 north of Easton.

As a Tier 1 NEPA study, the two-mile wide CARA encompass the area where potential effects from an undertaking may occur. The Area will be re-delineated, based on the location of the alignment alternatives (within the Tier 1 Preferred Corridor) as additional information becomes available about the potential effect on historic properties.

This memo concerns preliminary identification, within Talbot County, of the likely presence of architectural and archaeological (terrestrial and underwater) resources in the APE. The intent was to identify known historic properties and identify the potential for additional properties through recorded or unrecorded resources. In addition to structures, data was reviewed to identify potential underwater archaeological sites not yet recorded by MHT.

Corridor 8 contains the most archaeological resources of the three corridors, with the highest number of NRHP listed or eligible sites, the highest number of unevaluated sites and the highest number of recorded shipwrecks. In total, 17,580 acres may require additional terrestrial survey; the highest among the three corridors.

There are 14 recorded historic properties in Corridor 8 (Table 7-8). Of these, 11 are listed in the National Register of Historic Properties (NRHP) and three have been determined eligible for listing–two by preservation easement. Properties with Maryland Historical Trust (MHT) easements are considered by MHT to be eligible for the NRHP regardless of whether a formal Determination of Eligibility (DOE) has been prepared. In addition, there are 102 resources surveyed for the Maryland Inventory of Historic Properties (MIHP) but not evaluated for NRHP listing, seven roadways listed in the MIHP, and a significant amount (1,115) of unrecorded architectural resources pre-1980.

Buildings in this corridor are also older. Corridor 8 contains 11 18th century resources, the most of the three corridors. There are also 35 19th century resources. The other 96 percent (1,069) of resources are 20th century, only 54 percent (597) of which date to after 1950.

Of serious concern is the impact of Corridor 8, regardless of the final alignment, to the Town of St. Michaels (Town). In the late 1770s, developer James Braddock designed the original street plan of the Town with lots laid out around a central square. The Town is positioned on the Miles River and has a substantial and well-documented stock of historic structures, streetscape, sites and settings. Over 250 structures have been surveyed and documented, forming a largely intact historic district in which houses, churches and commercial structures from the late 19th century and earlier are well represented. The Town includes a protected locally-designated historic area and is a National Register District.

Preservation of these structures and streetscapes, and the Town's historical context not only enhance the historic character of the Town, but are also important to its tourism and marine-based economies. St. Michaels attracts visitors from all over the world, bringing much needed revenue that helps sustain the district. The Town, and Talbot County, are also included in the Stories of the Chesapeake Heritage Area and recognizes St. Michaels as offering a number of heritage resources of importance to the region.

It is of no question that any alignment of a bridge within Corridor 8 will significantly and detrimentally affect the Town's historic recognitions. The juxtaposition of the modern bridge crossing with the Town's view shed from the Miles River and historic harbor will erase the historic context of the Town; the very draw that brings visitors, businesses and cultural attractions to St. Michaels.

Talbot County remains opposed to the Corridor 8 proposal moving into the Tier 2 study. In addition to the effects on cultural, architectural and archeological resources noted in the Tier 1

study; undesirable impacts upon environmental, conservation and infrastructure would result in contrast with the goals and objectives of our Comprehensive Plan. This opposition is outlined in greater detail in the attached December 18, 2019 letter from Talbot County Council President, Corey W. Pack.

Thank you for the opportunity to review and comment. Please contact our department should you require additional information or assistance.

Sincerely,

Mary Kay Verdery
Planning Officer

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COREY W. PACK, President
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FRANK DIVILIO
PETE LESHER
LAURA E. PRICE

May 8, 2020

Heather Murphy, Director
Office of Planning and Capital Programming
Maryland Department of Transportation
P.O. Box 548
Hanover, MD 21076

RE: Talbot County – 2020 Priority Listing

Dear Ms. Murphy:

The Talbot County Council endorsed the attached list of priority projects for Talbot County at our meeting on April 28, 2020. Please note that this year's listing includes information not only on roads infrastructure, but Easton Airport safety improvements as well.

The Council looks forward to meeting with you and representatives from the Maryland Department of Transportation this fall for the annual Consolidated Transportation Plan meeting. In the meantime, should you have any questions, please contact Ray Clarke, County Engineer, at (410) 770-8170 or Micah Risher, Airport Manager, at (410) 770-8055.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Corey W. Pack
President

CWP/jkm
Attachment

Cc: Ian Beam – Rural Area Regional Planner, MDOT
The Honorable Adelaide Eckardt
The Honorable Christopher Adams
The Honorable John Mautz
Ray Clarke, County Engineer
Micah Risher, Easton Airport Manager

TALBOT COUNTY PROJECT PRIORITY LISTING
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM
2020

PRIORITY RANKING	PROJECT DESCRIPTION
1	**MD Route 33 Capacity and Evacuation Improvements** During weather-related emergencies such as Tropical Storm Isabel and Hurricane Irene, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the county. *The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula.* Accordingly, elevation modification to eliminate or minimize storm surge road flooding, as well as capacity improvements, should be pursued to protect the lives and safety of citizens in this area. Also, portions of this corridor between the Town of St. Michaels and the Town of Easton experience some weekday capacity issues which are anticipated to increase in the future. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near its intersection with MD Route 322. As an interim measure, the MD Route 33 corridor should be evaluated for any issues or problems that would need to be resolved in future improvements.
2-A*	**US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
2-B*	**MD Route 50/MD Route 331 – Dover Street Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
2-C*	**US Route 50/Chapel Road - Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Chapel Road, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
3	**US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements** As a result of increasing traffic for the growing Easton Airport, Talbot County Community Center and the likely relocation of the Easton Memorial Hospital to Longwoods Road (MD Route 662), one of our top priorities would be the construction of an overpass that meets FAA requirements and serves these facilities. Moreover, MD Route 309 (Cordova Road) is a significant corridor for vehicular traffic from northern Caroline County (Denton, Ridgely, Greensboro, etc.) to Easton and points south along US Route 50. Left turns between MD Route 309 and US Route 50 commonly back up beyond the turn lanes provided. This turn lane shortcoming should be rectified as appropriate. West of this intersection, extending through the adjacent MD 662 intersection, has poor geometry/intersection spacing. For these reasons, capacity and safety improvements in this area would be beneficial.
4	**MD Route 329 (Royal Oak Road) Safety Improvements** This roadway serves as the primary means of ingress and egress for the communities in and around the villages of Royal Oak and Bellevue, in addition to a significant tourism corridor for these communities and beyond. Paralleling MD Route 33, this roadway provides an alternative route for MD Route 33 (see priority number 1 above, evacuation corridor). The importance of this alternative route is compounded considering the aging status of the bridge carrying MD Route 33 over Oak Creek. *An overpass should be planned as a long term solution for Priority Rankings 2-A through 2-C.*

Easton Airport
MDOT Funding Priority
April 21, 2020

Easton Airport - Runway Safety Improvements

Easton Airport has completed an environmental assessment to improve the Runway Safety Area (RSA) of the primary Runway 4/22 and shift the runway 1,900 ft. southwest of the current location. This safety improvement will bring the runway into full compliance with FAA design standards. This is critical for the long term financial sustainability of the airport and economic benefits derived by the County. The airport is now moving into implementing the construction solution and will seek to complete phase 1 of 3 of the Obstruction Removal Program in FY2021.

Classified as a "National" general aviation airport by the FAA, Easton Airport supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the country.

Talbot County is requesting MDOT - Maryland Aviation Administration maximize grant funding for Phase 1 Construction of Easton Airport's Obstruction Removal Program, with an estimated project total cost of $550,000 in FY2021.

EASTON AIRPORT
AVIATION GATEWAY TO THE EASTERN SHORE

Maryland State Clearinghouse Response

The Bay Crossing Study Team appreciates the responses provided by the Maryland Department of General Services, Maryland Department of Planning (MDP), Baltimore Metropolitan Council (BMC), Maryland Department of the Environment (MDE), Harford County, Maryland Historical Trust, Kent County, Queen Anne's County and Talbot County via the Maryland State Clearinghouse on the Tier 1 DEIS. MDTA will continue to coordinate with state and local agencies throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

MDTA has opted for a streamlined approach to development of the Tier 1 FEIS/ROD for the Bay Crossing Study. To achieve this, MDTA has included an errata of changes to the DEIS rather than reproducing the full text of the DEIS as part of the FEIS. MDTA is therefore applying updates to the DEIS in the FEIS/ROD only for substantial factual revisions (**Chapter 2**) or supplementary analysis (**Chapter 3**) relevant to the comparison of Corridor Alternatives and identification of the PCA.

MDTA provides the following responses to specific comments provided via the MD State Clearinghouse.

MDE: MDTA would continue to coordinate with MDE regarding potential hazardous materials concerns in a future Tier 2 study. A Tier 2 study would include more detailed assessment of existing hazardous materials, potential hazmat concerns for alternative crossing alignments, and discussion of mitigation for potential hazardous materials encountered during construction. MDTA would also coordinate with MDE as needed during a future Tier 2 study regarding water quality, special protections for Tier II waters, and stormwater as noted in MDE's comments.

Harford County: A potential Tier 2 study would include greater analysis of wells and septic system impacts as appropriate within the Tier 1 PCA. The Tier 1 PCA is not located within Harford County.

***MDP*:** MDTA would continue to coordinate with MDP during a future Tier 2 study. MDTA appreciates the input provided by MDP on socioeconomics, induced growth and land use impacts developed for the Tier 1 EIS. Further analysis will be conducted in coordination with MDP during Tier 2.

MHT: MDTA and FHWA will continue coordination with MHT regarding Section 106 throughout the remainder of the Tier 1 study and continuing in a potential future Tier 2 study.

***Kent County*:** MDTA acknowledges Kent County's opposition to a new Bay crossing with a terminus in Kent County. This FEIS/ROD has identified Corridor 7 as the PCA and Selected Corridor Alternative, which is not located within Kent County.

***Queen Anne's County*:** MDTA would coordinate further with Queen Anne's County during a future Tier 2 study. MDTA will consider County plans, codes and guiding policy documents in the Tier 2 study, including those identified by Queen Anne's County via the MD State Clearinghouse letter. Other roadway improvements identified by Queen Anne's County are not within the scope of the Bay Crossing Study, but they may be funded and implemented separately. All analysis and No-Build conditions would be updated as necessary during Tier 2 to reflect other projects planned or completed.

Talbot County: MDTA acknowledges Talbot County's opposition to Corridor 8, and its concern for issues identified including impacts to cultural resources, residential communities, land use, traffic flow, and sensitive natural resource areas. This FEIS/ROD has identified Corridor 7 as the PCA and Selected

Corridor Alternative. Other improvements identified by Talbot County are not within the scope of the Bay Crossing Study, but they may be funded and implemented separately. All analysis and No-Build conditions would be updated as necessary during Tier 2 to reflect other projects planned or completed.

Maryland Historical Trust Comment

From: Tim Tamburrino -MDP- <tim.tamburrino@maryland.gov>
Sent: Monday, May 17, 2021 3:02 PM
To: Heather Lowe <hlowe@mdta.state.md.us>
Cc: Sarah Williamson <sarahw@cri.biz>
Subject: Re: Bay Crossing Study Tier 1 DEIS Comment Period

Hi Heather,
Thank you for providing the Maryland Historical Trust (Trust) with the Federal Highway Administration's (FHWA) final Cultural Resources Technical Report and the Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing Study: Tier 1 National Environmental Policy Act. The Trust previously commented on the draft technical report and the overall undertaking on 26 August 2020 in accordance with Section 106 of the National Historic Preservation Act (NHPA). Thank you for considering and incorporating our previous comments into the planning process for this project. We have no additional comments at this time. The Trust looks forward to more detailed studies to identify and evaluate cultural resources that may be affected by the proposed undertaking, if FHWA identifies a preferred corridor and the study advances to Tier 2 NEPA .
Thanks, Tim

Tim Tamburrino
Preservation Officer
Maryland Historical Trust

Maryland Department of Planning
MHT.Maryland.gov
(410)
697 9589

Please take our customer service survey.

***Please note that I am largely teleworking so email is the best means of contact. To check on the status of a project submittal, please use our online search:** https://mht.maryland.gov/complianceLog/ComplianceLogSearch.aspx.

Maryland Historical Trust Response

The Bay Crossing Study Team appreciates the input provided by the Maryland Historical Trust (MHT) on the Tier 1 DEIS. MDTA will continue to coordinate with MHT throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study. In response to specific comments contained in MHT's comment letter, the Bay Crossing Study Team offers the following response:

MDTA anticipates that a future Tier 2 study would include detailed evaluations of cultural and historical resources that may be affected by the proposed undertaking based on alternative alignments within a Tier 2 selected corridor and will coordinate with MHT during these evaluations.

Queen Anne's County Comment

Queen Anne's County

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

THE COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY
The Liberty Building
107 North Liberty Street
Centreville, MD 21617

e-mail: QACCommissioners&Administrator@qac.org

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

May 10, 2021

Mr. Gregory Slater, Secretary
Maryland Department of Transportation
Post Office Box 548
7201 Corporate Center Drive
Hanover, Maryland 21076-0548

Re: Bay Crossing Study Tier I NEPA Study

Dear Secretary Slater:

The Queen Anne's County Commissioners have been monitoring the progress of the Bay Crossing Study, Tier I NEPA process conducted by the Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA). The purpose of the study is to consider corridors for providing additional capacity across the Chesapeake Bay in order to improve mobility, travel reliability and safety at the existing Bay Bridge. Based on four years of review and evaluation this State and Federal process has selected Corridor 7 from Anne Arundel County to Kent Island as the preferred alternative to locate a future bay crossing.

As projected in the Bay Bridge Life Cycle Cost Analysis and the Bay Crossing Study, traffic impacts and congestion within the Bay Bridge corridor will continue to deteriorate. The delays on this primary transportation and freight corridor impact the daily operations of many Maryland residents and businesses but impacts a disproportionate number of Queen Anne's County residents. For many years in the Annual CTP letter to MDOT, the Queen Anne's County Commissioners have identified the need for additional capacity crossing the bay as a top priority to reduce congestion and increase mobility in and through Queen Anne's County.

It was anticipated that Corridor 7, the existing bay crossing location, would be identified by State and Federal agencies as the preferred alternative to add capacity and reduce congestion due to the:

- Existing road infrastructure at the current location
- Lack of road infrastructure at other locations
- Relief of congestion and backups at the existing Bay Bridge compared to other corridors
- Estimated cost based on length of crossing
- Need to plan for replacement of older bridges
- Better compatibility with existing land-use patterns likely resulting in fewer indirect effects than other locations
- Lower environmental impacts than other corridors

As the first step in the planning process, The Tier I NEPA Study only identifies a 2-mile-wide corridor where a future crossing may go. The next step in the planning process is a Tier II NEPA study to review potential bridge and road alignments and the associated impacts within the corridor. The details related to a new bridge and highway improvements, such as the specific location, number of lanes, highway widening, right of way acquisition, integration with existing roads and bridges, will be part of the Tier II study. This leaves many aspects related to a future bay crossing and corridor undecided. Therefore, with significant details to be considered during future study, Queen Anne's County must be included as a decision maker in future Tier II NEPA process. This is vital to protect the interest of citizens, businesses, commuters, emergency services, and commerce of Queen Anne's County. Specifically, the County would like to ensure that its standing plans, codes, and guiding policy documents are considered in greater detail during the Tier II NEPA process. These documents include but are not limited to the following:

- Comprehensive Plan
  - Appendix 4 (Master Roadway and Transportation System)
  - Sustainable Growth Management Strategy
  - Transportation Element (Guiding Principles, Vision, and Objectives)
- Community Plans
- Kent Island Transportation Plan
- Sea Leve Rise and Coastal Vulnerability assessment and implementation Plan (with Vulnerability Viewer)

The Tier II NEPA process is not funded; therefore, it is unknown when the multi-year process would start or be completed. Any new construction resulting in new capacity crossing the bay is many years away. Nonetheless, many highway improvements to meet current and long term demand need to be funded and constructed immediately. With MDTA and FHWA selection of Corridor 7, it is essential that this decision be supported with engineering and construction funding for projects currently identified on US 50, US 301, MD 18 and MD 8. It is prudent to begin funding all improvements within the County included in the adopted Federal Long Range Transportation Plan (LRTP), State of Maryland Transportation Plan (2040 MD), Consolidated Transportation Plan (CTP), MDOT Priority Project Ranking (Chapter 30), the County Priority Letter and Kent Island Transportation Plan (KITP) which in part include:

- US 50 widening and interchanges on US 50 from US 301 to MD 404 (2040 MD, CTP & Priority Letter)
- Widening and improvements to MD 18 (Priority Letter, LRTP, KITP, Chapter 30)
- MD 8 widening and Interchange Improvements (KITP)(LRTP)
- Construct at grade intersection safety improvements on the US 301 corridor (Priority Letter)
- US 50 & Dundee Road Overpass on Kent Island (KITP)

Additional vital road improvements along the entire length of Corridor 7 will be identified by Queen Anne's County as a specific road alignment is considered during Tier II NEPA.

As planning for a bay crossing moves through the NEPA process the County will continue to monitor traffic volumes as well as any changes in travel patterns. The County Commissioners remain committed to work with MDOT on congestion management strategies so citizens can move throughout the County on local roads while through traffic is directed to remain on US 50 & 301.

We look forward to continued cooperation with MDOT to implement needed transportation improvements and find transportation solutions to best serve our citizens.

QUEEN ANNE'S COUNTY
BOARD OF COUNTY COMMISSIONERS

Christopher M. Corchiarino, President

James J. Mor

Jack N. Wilson, Jr.

Stephen Wilson

Philip L. Dumenil

Queen Anne's County Response

The Bay Crossing Study Team appreciates the input provided by Queen Anne's County on the Tier 1 DEIS. MDTA will continue to coordinate with Queen Anne's County throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA Study.

A Tier 2 study would include continued coordination with the County, and more detailed consideration of Queen Anne's County plans, codes and guiding policy documents including the Comprehensive Plan, Community Plans, Kent Island Transportation Plan, and Sea Level Rise and Coastal Vulnerability assessment and implementation Plan.

The improvements noted by Queen Anne's County on US 50, US 301, MD 18 and MD 8 are outside of the scope of the current Bay Crossing Study but may be implemented separately from the Study. Any changes in existing conditions, such as other roadway improvement projects in the vicinity of the PCA, would be accounted for in a potential future Tier 2 study. MDTA would coordinate with Queen Anne's County regarding improvements to tie-in roads and other existing infrastructure along Corridor 7 within Queen Anne's County.

September 2021 Resolution

In addition to the DEIS comments provided above, MDTA also acknowledges the resolution adopted by the County Commissioners of Queen Anne's County on September 28, 2021. The resolution concludes as follows:

> *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 request 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.

MDTA would continue to evaluate options for new crossing capacity in Corridor 7 in a potential future Tier 2 study, including a replacement of the current two spans of the Bay Bridge, along with details such as lane configurations. MDTA also notes that Anne Arundel County has passed a similar resolution (noted in the Anne Arundel County response above in this appendix).

Talbot County Comment

COUNTY COUNCIL OF TALBOT COUNTY
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CHUCK F. CALLAHAN, President
PETE LESHER, Vice President

FRANK DIVILIO
COREY W. PACK
LAURA E. PRICE

March 26, 2021

VIA E-MAIL: info@baycrossingstudy.com
Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224

RE: Tier 1 Draft Environmental Impact Statement (DEIS)
Chesapeake Bay Crossing Study

On behalf of the Talbot County Council, I am again going on record against the Corridor 8 Chesapeake Bay Crossing proposal moving into the Tier 2 study. Enclosed herewith please find correspondence from Talbot County dated November 27, 2017, December 17, 2019 and August 12, 2020 that I am requesting be made part of the public record.

The County Council discussed the Tier 1 Draft Environmental Impact Statement (DEIS) at its meeting on March 23, 2021. Corridor 8 impacts four of the county's historic villages: Claiborne, Copperville, Tunis Mills and Unionville. These low density historic residential communities are an important component of the county's rural character and are recognized for their significant heritage and pattern of development. The County is committed to protecting these historic communities, some of which are low-income and majority minority populations, and it is distressing that these considerations are not acknowledged in the DEIS.

Additionally, it is important to be cognizant of maintaining traffic flow not only across the Chesapeake Bay, but throughout the U.S. Route 50 corridor. The current traffic flow through Talbot County on U.S. Route 50 is of concern, particularly during the summer months. Consideration should be given for the construction of an overpass at the intersection of U.S. Route 50 and Maryland Route 404 as well as the addition of a third travel lane on U.S. Route 50. With numerous traffic lights between Chapel Road and Dutchmans Lane, significant bottlenecks are occurring both with the traffic flow on U.S. Route 50 and traffic crossing U.S. Route 50. The County has noted for several years, most recently in its 2020 Priority Listing for the Consolidated Transportation Plan to the Maryland Department of the Environment, concerns with the following areas:

US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50.

The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

MD Route 50/MD Route 331 – Dover Street Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

US Route 50/Chapel Road - Intersection Improvements
This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Chapel Road, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.

In addition, the Maryland Route 33 corridor serves as the sole evacuation route for the populated Bay Hundred peninsula. Additional heavy traffic on this road as a result of an additional Chesapeake Bay crossing would be of significant concern particularly during weather related emergencies. As noted in the 2020 Priority Listing for the Consolidated Transportation Plan:

MD Route 33 Capacity and Evacuation Improvements
During weather-related emergencies such as Tropical Storm Isabel and Hurricane Irene, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the county. *The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula.* Accordingly, elevation modification to eliminate or minimize storm surge road flooding, as well as capacity improvements, should be pursued to protect the lives and safety of citizens in this area. Also, portions of this corridor between the Town of St. Michaels and the Town of Easton experience some weekday capacity issues which are anticipated to increase in the future. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near its intersection with MD Route 322. As an interim measure, the MD Route 33 corridor should be evaluated for any issues or problems that would need to be resolved in future improvements.

In closing, the Talbot County Council is against the Corridor 8 Chesapeake Bay Crossing proposal moving into the Tier 2 study. Thank you for the opportunity to comment.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY



Chuck F. Callahan, President

CFC/jkm
Attachments

Cc: Sylvia Mosser, AICP, Maryland Department of Planning

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JENNIFER L. WILLIAMS, President
COREY W. PACK, Vice President

DIRCK K. BARTLETT
CHUCK F. CALLAHAN
LAURA E. PRICE

November 27, 2017

Kevin Reigrut, Executive Director
Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

Re: Chesapeake Bay Crossing Study – Talbot County

Dear Director Reigrut:

Please consider this letter as the Talbot County Council's formal request that Talbot County be removed from consideration as a corridor for any proposed future capacity expansion across the Chesapeake Bay.

While the County Council recognizes that current and future traffic volumes may warrant the need for an additional crossing, Talbot County's road infrastructure is severely insufficient to handle the anticipated increases in traffic.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Jennifer L. Williams
President

cc: Pete K. Rahn, Secretary, Maryland Dept. of Transportation
Senator Adelaide Eckardt
Delegate John Mautz, IV
Delegate Christopher Adams

COUNTY COUNCIL OF TALBOT COUNTY
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CHUCK F. CALLAHAN, Vice President

FRANK DIVILIO
PETE LESHER
LAURA E. PRICE

December 17, 2019

Melissa Williams, Director of Planning and Program Development
Maryland Transportation Authority
2310 Broening Highway
Baltimore, Maryland 21224

Re: Chesapeake Bay Crossing Study - Corridor 8 Alternative – Items of Consideration Justifying Denial as "Preferred Corridor Alternative"

Dear Ms. Williams:

The Talbot County Council is on record with your office against the Corridor 8 proposal moving into the Tier 2 study and as such has several additional items to submit justifying that position. Specifically, the County's recently updated Comprehensive Plan and related land use documents raise numerous areas of concern that should preclude Corridor 8 Alternative from becoming the "Preferred Corridor Alternative".

The County has adopted a Chesapeake Bay Critical Area Plan which affects all waterfront areas of the County 1,000 feet landward from the shoreline or the inland edge of tidal wetlands. This action to implement the State's Critical Area program effectively converted 57,498 waterfront acres to a very low density of one dwelling unit per 20 acres. These areas are characterized by natural environments such as floodplains and wetlands, agriculture, forestry and fisheries, and critical habitat. It is the County's intent to retain these areas in such uses, in support of the State's efforts regarding the Chesapeake Bay Critical Area.

The upland portions contiguous to the Critical Area are equally important because of the high concentration of sensitive natural areas in close proximity to the tributaries of the Chesapeake Bay. Like the Critical Area, this area also features a mix of agriculture, low-density residential and natural resource areas.

In addition, these narrow land areas have few routes to inland parts of the County. Flooding, traffic and other road obstructions have demonstrated legitimate cause for concern, should development overcome the capacity for safe transit through these areas.

Conserving the agriculture, forestry, recreational and resource conservation uses that form the character of these areas is a high priority. Detailed zoning regulations have been adopted which direct, manage, control and minimize the adverse impacts of growth of these sensitive areas. The Chesapeake Bay Crossing Study Option 8 alignment would bisect and directly impact the County's most environmentally sensitive areas. The County has adopted detailed zoning regulations to direct, manage, control and minimize the adverse impacts of growth on these areas, including regulations in the Rural Conservation (RC) and Western Rural Conservation (WRC) zoning district.

Specific policy statements of the Comprehensive Plan follow as noted:

- The County is committed to protecting these sensitive environmental areas and future development in the sensitive areas should be primarily characterized by open space, agriculture, forestry, and low-density single-family detached homes (Policy 2.27). New development is restricted in sensitive areas and the protection and enhancement of environmental resources should be ensured (Policy 6.27).
- Agriculture and forest cover should remain the dominant land uses (Policy 2.28).
- Development within the 100-year floodplain associated with the Critical Area is also limited to minimize disturbance and protect life and property (Policy 6.23).
- The County also recognizes the importance of stream corridors as water quality buffers and wildlife habitat and encourages their protection in an undisturbed state (Policy 6.24).
- A County objective is to coordinate with federal and state agencies to preserve existing wetlands where possible and goal of "no net loss" of wetlands (Policy 6.30).
- Maintaining natural topography, drainage ways and tree cover should be a priority when determining the location of roads, placement of structures and site improvements (Policy 6.34).
- Forests and vegetation should be preserved in stream corridors to preserve the integrity of associated waterways (Policy 6.29).
- The County directs intense growth and development away from threatened and endangered species habitat and maintain low density conservation zoning in areas where such habitats are identified (Policy 6.35).

In addition to the County Comprehensive Plan, the County's Green Infrastructure Plan identifies multiple focus areas throughout the County. The Green Infrastructure Plan is an inventory of land and water areas that correspond with conservation priorities based on defined attributes. Two areas in particular would be impacted by Option 8; the Claiborne/Eastern Bay Shores and Miles/Wye East River Peninsula focus areas. Through the Plan, the County has identified these focus areas to enable County leaders to make the most educated conservation and land use decisions and to protect the County's valuable ecological, agricultural and aquatic resources.

Greenway hubs are significant areas that provide for wildlife habitat and biodiversity. They also often have scenic qualities, emphasize cultural and historic resources and include places or trails with historic and cultural values providing educational, scenic, recreational or economic benefits to the community.

Ms. Melissa Williams
December 18, 2019
Page 3

Corridor 8 would also impact four of the County's historic villages: Claiborne, Copperville, Tunis Mills and Unionville. These villages are notable among the County's residential areas; they are low density historic residential communities that are an important component of the County's rural character and recognized for their significant heritage and pattern of development. The County is committed to safeguarding these attributes and maintaining their sense of place.

It is for the above outlined reasons that the Talbot County Council is against having Corridor 8 selected as the "Preferred Corridor Alternative". The Council stands ready to discuss this matter with any party necessary to further the case against moving forward with Corridor 8.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY

Corey W. Pack, President

CWP/jkm

Talbot County Department of Planning and Zoning
215 Bay Street, Suite 2
Easton, Maryland 21601

Phone: 410-770-8030
Email: mverdery@talbotcountymd.gov

FAX: 410-770-8043
TTY: 410-822-8735

August 12, 2020

Heather Lowe, Project Manager
Maryland Transportation Authority
Division of Planning and Program Development
Point Breeze 2310 Broening Highway
Baltimore, MD 21224

Re: Bay Crossing Section 106

Dear Ms. Lowe,

The National Historic Preservation Act mandates the Section 106 process to accommodate historic preservation concerns in consultation with agency officials and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of the project. It is our understanding that the Section 106 process is running parallel to the draft Environmental Impact Statement process. Talbot County and the Historic Preservation Commission appreciates the opportunity to provide comment on the Chesapeake Bay Crossing Study, Tier 1 NEPA (Study).

The Study considers three Corridor Alternatives Reviewed for Analysis (CARA), each two-miles in width and known as the Area of Potential Effects or APE, from an original 14 corridors. It is our understanding that each CARA is designed to connect existing major roadway infrastructure of four lanes or greater and specific roadway alignments for possible crossing locations identified in the Tier 1 Study. Identification of alternative alignments would occur in Tier 2, if Tier 1 concludes with the selection of a Preferred Corridor.

Talbot County's Corridor 8 begins in Annapolis, roughly follows MD 424 and MD 214, crossing the Bay near Mayo, and passing just south of the southern tip of Kent Island, then curves northeast. The corridor returns to land on the Eastern Shore near MD 33, west of St. Michaels. From there, Corridor 8 crosses the Miles River and does not follow the existing roadway network until it ties-in with MD 50 north of Easton.

As a Tier 1 NEPA study, the two-mile wide CARA encompass the area where potential effects from an undertaking may occur. The Area will be re-delineated, based on the location of the alignment alternatives (within the Tier 1 Preferred Corridor) as additional information becomes available about the potential effect on historic properties.

This memo concerns preliminary identification, within Talbot County, of the likely presence of architectural and archaeological (terrestrial and underwater) resources in the APE. The intent was to identify known historic properties and identify the potential for additional properties through recorded or unrecorded resources. In addition to structures, data was reviewed to identify potential underwater archaeological sites not yet recorded by MHT.

Corridor 8 contains the most archaeological resources of the three corridors, with the highest number of NRHP listed or eligible sites, the highest number of unevaluated sites and the highest number of recorded shipwrecks. In total, 17,580 acres may require additional terrestrial survey; the highest among the three corridors.

There are 14 recorded historic properties in Corridor 8 (Table 7-8). Of these, 11 are listed in the National Register of Historic Properties (NRHP) and three have been determined eligible for listing–two by preservation easement. Properties with Maryland Historical Trust (MHT) easements are considered by MHT to be eligible for the NRHP regardless of whether a formal Determination of Eligibility (DOE) has been prepared. In addition, there are 102 resources surveyed for the Maryland Inventory of Historic Properties (MIHP) but not evaluated for NRHP listing, seven roadways listed in the MIHP, and a significant amount (1,115) of unrecorded architectural resources pre-1980.

Buildings in this corridor are also older. Corridor 8 contains 11 18th century resources, the most of the three corridors. There are also 35 19th century resources. The other 96 percent (1,069) of resources are 20th century, only 54 percent (597) of which date to after 1950.

Of serious concern is the impact of Corridor 8, regardless of the final alignment, to the Town of St. Michaels (Town). In the late 1770s, developer James Braddock designed the original street plan of the Town with lots laid out around a central square. The Town is positioned on the Miles River and has a substantial and well-documented stock of historic structures, streetscape, sites and settings. Over 250 structures have been surveyed and documented, forming a largely intact historic district in which houses, churches and commercial structures from the late 19th century and earlier are well represented. The Town includes a protected locally-designated historic area and is a National Register District.

Preservation of these structures and streetscapes, and the Town's historical context not only enhance the historic character of the Town, but are also important to its tourism and marine-based economies. St. Michaels attracts visitors from all over the world, bringing much needed revenue that helps sustain the district. The Town, and Talbot County, are also included in the Stories of the Chesapeake Heritage Area and recognizes St. Michaels as offering a number of heritage resources of importance to the region.

It is of no question that any alignment of a bridge within Corridor 8 will significantly and detrimentally affect the Town's historic recognitions. The juxtaposition of the modern bridge crossing with the Town's view shed from the Miles River and historic harbor will erase the historic context of the Town; the very draw that brings visitors, businesses and cultural attractions to St. Michaels.

Talbot County remains opposed to the Corridor 8 proposal moving into the Tier 2 study. In addition to the effects on cultural, architectural and archeological resources noted in the Tier 1

study; undesirable impacts upon environmental, conservation and infrastructure would result in contrast with the goals and objectives of our Comprehensive Plan. This opposition is outlined in greater detail in the attached December 18, 2019 letter from Talbot County Council President, Corey W. Pack.

Thank you for the opportunity to review and comment. Please contact our department should you require additional information or assistance.

Sincerely,

Mary Kay Verdery
Planning Officer

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COREY W. PACK, President
CHUCK F. CALLAHAN, Vice President

FRANK DIVILIO
PETE LESHER
LAURA E. PRICE

May 8, 2020

Heather Murphy, Director
Office of Planning and Capital Programming
Maryland Department of Transportation
P.O. Box 548
Hanover, MD 21076

RE: Talbot County – 2020 Priority Listing

Dear Ms. Murphy:

The Talbot County Council endorsed the attached list of priority projects for Talbot County at our meeting on April 28, 2020. Please note that this year's listing includes information not only on roads infrastructure, but Easton Airport safety improvements as well.

The Council looks forward to meeting with you and representatives from the Maryland Department of Transportation this fall for the annual Consolidated Transportation Plan meeting. In the meantime, should you have any questions, please contact Ray Clarke, County Engineer, at (410) 770-8170 or Micah Risher, Airport Manager, at (410) 770-8055.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Corey W. Pack
President

CWP/jkm
Attachment

Cc: Ian Beam – Rural Area Regional Planner, MDOT
The Honorable Adelaide Eckardt
The Honorable Christopher Adams
The Honorable John Mautz
Ray Clarke, County Engineer
Micah Risher, Easton Airport Manager

TALBOT COUNTY PROJECT PRIORITY LISTING
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM
2020

PRIORITY RANKING	PROJECT DESCRIPTION
1	**MD Route 33 Capacity and Evacuation Improvements** During weather-related emergencies such as Tropical Storm Isabel and Hurricane Irene, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the county. *The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula.* Accordingly, elevation modification to eliminate or minimize storm surge road flooding, as well as capacity improvements, should be pursued to protect the lives and safety of citizens in this area. Also, portions of this corridor between the Town of St. Michaels and the Town of Easton experience some weekday capacity issues which are anticipated to increase in the future. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near its intersection with MD Route 322. As an interim measure, the MD Route 33 corridor should be evaluated for any issues or problems that would need to be resolved in future improvements.
2-A*	**US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
2-B*	**MD Route 50/MD Route 331 – Dover Street Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
2-C*	**US Route 50/Chapel Road - Intersection Improvements** This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Chapel Road, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.
3	**US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements** As a result of increasing traffic for the growing Easton Airport, Talbot County Community Center and the likely relocation of the Easton Memorial Hospital to Longwoods Road (MD Route 662), one of our top priorities would be the construction of an overpass that meets FAA requirements and serves these facilities. Moreover, MD Route 309 (Cordova Road) is a significant corridor for vehicular traffic from northern Caroline County (Denton, Ridgely, Greensboro, etc.) to Easton and points south along US Route 50. Left turns between MD Route 309 and US Route 50 commonly back up beyond the turn lanes provided. This turn lane shortcoming should be rectified as appropriate. West of this intersection, extending through the adjacent MD 662 intersection, has poor geometry/intersection spacing. For these reasons, capacity and safety improvements in this area would be beneficial.
4	**MD Route 329 (Royal Oak Road) Safety Improvements** This roadway serves as the primary means of ingress and egress for the communities in and around the villages of Royal Oak and Bellevue, in addition to a significant tourism corridor for these communities and beyond. Paralleling MD Route 33, this roadway provides an alternative route for MD Route 33 (see priority number 1 above, evacuation corridor). The importance of this alternative route is compounded considering the aging status of the bridge carrying MD Route 33 over Oak Creek. *An overpass should be planned as a long term solution for Priority Rankings 2-A through 2-C.*

Easton Airport
MDOT Funding Priority
April 21, 2020

Easton Airport - Runway Safety Improvements

Easton Airport has completed an environmental assessment to improve the Runway Safety Area (RSA) of the primary Runway 4/22 and shift the runway 1,900 ft. southwest of the current location. This safety improvement will bring the runway into full compliance with FAA design standards. This is critical for the long term financial sustainability of the airport and economic benefits derived by the County. The airport is now moving into implementing the construction solution and will seek to complete phase 1 of 3 of the Obstruction Removal Program in FY2021.

Classified as a "National" general aviation airport by the FAA, Easton Airport supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the country.

Talbot County is requesting MDOT - Maryland Aviation Administration maximize grant funding for Phase 1 Construction of Easton Airport's Obstruction Removal Program, with an estimated project total cost of $550,000 in FY2021.

EASTON AIRPORT
AVIATION GATEWAY TO THE EASTERN SHORE

Talbot County Response

The Bay Crossing Study Team appreciates the input provided by Talbot County on the Tier 1 DEIS. MDTA will continue to coordinate with Talbot County throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA Study.

MDTA acknowledges Talbot County's opposition to Corridor 8, and its concern for issues identified including impacts to cultural resources, residential communities, land use, traffic flow, and sensitive natural resource areas. This FEIS/ROD has identified Corridor 7 as the PCA and Selected Corridor Alternative. Other improvements identified by Talbot County are not within the scope of the Bay Crossing Study, but they may be funded and implemented separately. All analysis and No-Build conditions would be updated as necessary during Tier 2 to reflect other projects planned or completed.

US Coast Guard Comment

U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, VA 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6587
Fax: (757) 398-6334
Email: Mickey.D.Sanders2@uscg.mil
or CGDFiveBridges@uscg.mil

16591
20 MAY 2021

Ms. Jeanette Mar
Environmental Program Manager
FHWA – Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21201

Dear Ms. Mar:

The Coast Guard has reviewed the Chesapeake Bay Crossing Study (Draft Environmental Impact Statement) document of February 2021.

The Coast Guard has no objection to the decisions and findings contained in the document.

The Coast Guard will continue to participate in the Chesapeake Bay Crossing Study NEPA process and will provide letters to document the Coast Guard's review of NEPA documents, in lieu of signing the agreement documents. The Coast Guard will either provide a "statement of no objection" or "statement of objection", inclusive of a detailed rationale for the objection.

If you have any questions, please contact Mr. Mickey Sanders at the above listed address, email or telephone number.

Sincerely,

HAL R. PITTS
Bridge Program Manager
By direction

Copy: CG Sector Maryland-National Capital Region, Waterways Management

US Coast Guard Response

The Bay Crossing Study Team appreciates the input provided by the U.S. Coast Guard (USCG) on the Tier 1 DEIS. MDTA will continue to coordinate with USCG throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA Study.

US Environmental Protection Agency Comment

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

May 10, 2021

Jeanette Mar
Federal Highway Administration
George H. Fallon Building
31 Hopkins Plaza, Suite 1520
Baltimore, Maryland 21201

Re: Chesapeake Bay Crossing Study: Tier 1 NEPA, Draft Environmental Impact Statement, Maryland, CEQ No. 20210024

Dear Ms. Mar:

The U.S. Environmental Protection Agency (EPA) has reviewed the U.S. Federal Highway Administration's (FHWA) Tier 1 Draft Environmental Impact Statement (Tier 1 DEIS) for the Chesapeake Bay Crossing Study in Maryland (CEQ No. 20210024) pursuant to EPA's responsibilities under Section 309 of the Clean Air Act and the National Environmental Policy Act (NEPA).

The Federal Highway Administration and the Maryland Department of Transportation (MDOT) have conducted a Tier 1 study to consider new corridor alternatives for providing capacity and access across the Chesapeake Bay and improving mobility, travel reliability, and safety at the existing Bay Bridge. The Tier 1 DEIS provides a comparative analysis between the No-Build Alternative and three corridor alternatives. The Tier 1 DEIS also identifies the Maryland Transportation Authority's (MTA) Recommended Preferred Corridor Alternative (RPCA) as Corridor 7.

EPA is a Cooperating Agency in the project and has been involved with early coordination efforts including Concurrence on Draft Purpose & Need (8/1/2018), Concurrence on Alternatives (2/26/2020), and review of technical documents. EPA appreciates the lead agencies' responses and willingness to discuss comments or concerns throughout the early coordination efforts.

EPA's enclosed comments include notable emphases on two subject matter areas, Environmental Justice and Climate Change. The Environmental Justice comments are intended to support fair treatment and meaningful involvement for all people, including historically underserved communities. The Climate Change comments are intended to focus on preventative measures and mitigating factors to limit contributions toward global greenhouse gas emissions, temperature rise, and sea level rise.

EPA appreciates the opportunity to remain involved in the project design, review, and planning processes. We look forward to continued cooperation in the development of the Final Environmental Impact Statement (FEIS). If you have any questions regarding our comments, please feel free to contact Timothy Witman at (215) 814-2775 or by email at Witman.Timothy@epa.gov.

Sincerely,
STEPAN NEVSHEHIRLIAN
Digitally signed by STEPAN NEVSHEHIRLIAN
Date: 2021.05.10 16:28:47 -04'00'
Stepan Nevshehirlian
Environmental Assessment Branch Chief
Office of Communities, Tribes and Environmental Assessment

Cc: Heather Lowe, MTA

Enclosure

Enclosure
Technical Comments

Chesapeake Bay Crossing Study: Tier 1 DEIS, Maryland, CEQ No. 20210024

General

- This Tier 1 DEIS concerns part one of a two-tiered NEPA review process. The first tier involves selecting a Corridor Alternative for potential future bridge planning and construction. The Tier 1 DEIS identifies Corridor 7 as the RPCA. Given that the lead agencies do not plan to identify a final alignment in the selected Corridor Alternative until Tier 2, it may promote transparency and public discourse if the project commits to informational updates for the public concerning identified impacts and mitigation as the process proceeds to Tier 2.

  Recommendations
  EPA suggests for the FEIS to develop and release commitments for Tier 2 (if initiated) to inform regulators and the public of potential impacts and mitigation opportunities associated with the selection of the eventual final alignment. Development of a list of commitments could help to clarify expectations among the public and regulators regarding public and interagency involvement and may be included in the FEIS and ROD.

- The Tier 1 DEIS appears to utilize the Maryland Statewide Travel Model with a projected planning horizon year of 2040. Given that the proposed project is a large infrastructure project that will take significant time to design and construct, this time horizon may limit the duration for which the potential project results satisfy local transportation needs.

  Recommendations
  EPA recommends that the project consider a planning horizon to a point beyond 2040. For example, the project may want to consider a horizon of approximately 30 or 40 years if such modeling is feasible. This analysis may include projections of levels of service and traffic demands relative to both the current day and the expected project completion date. Revisiting the planning horizon may also allow for considerations of travel demand changes in light of the COVID-19 pandemic.

Environmental Justice

- EPA recognizes that the Tier 1 DEIS provides tables, charts, and maps that identify conditions concerning socioeconomics and Environmental Justice (EJ) in the Study Area. The Tier 1 DEIS does not appear to utilize the EJSCREEN mapping tool in its analyses. EJSCREEN is a publicly accessible, web-based EJ mapping and screening tool that provides a nationally consistent data set and approach for combining environmental and demographic indicators. EJSCREEN data may help to clarify environmental stressors and impacts to local populations. EPA provides the caveat that EJSCREEN is simply a screening tool and that its values are approximations that may require community-level communication and outreach for verification.

Recommendations
EPA suggests that the project utilize EJSCREEN to support screening-level EJ analyses for the project headed forward. EPA is willing to assist the project's incorporation of EJSCREEN through meetings, tutorials, and/or the sharing of publicly available resources.

- On page 4-16, the Tier 1 DEIS states that "[n]o disproportionately high and adverse impacts to potential EJ minority race or Hispanic and Latino populations are expected to occur in Corridors 6, 7, or 8 based on the Census Tract level evaluation." EJSCREEN's EJ Index metrics indicate potentially elevated impacts to people of color populations in the context of both air pollutants and traffic proximity at the block group level. Numerous block groups in the area reflect EJ Index values that exceed the 80th percentile nationally for air pollutants and traffic proximity.

  Recommendations
  EPA reiterates its recommendation to utilize EJSCREEN and further recommends screening local communities at the block group level rather than the Census tract level where feasible. Given that EJSCREEN provides screening-level data at the block group level, the tool may provide greater data granularity than analyses of Census tracts. EPA also suggests engaging communities to address and verify screening-level findings.

- The Tier 1 DEIS appears to apply the Socioeconomic Study Area as a baseline unit of geographic analysis for comparisons of local demographics. For example, on page 4-13, the Tier 1 DEIS states, "Census Tracts that exceed the Socioeconomic Study Area percentage below the poverty level by 10 percentage points or more, or 15.4 percent, are identified as potential low-income EJ Census Tracts." This Socioeconomic Study Area seems to be a less inclusive baseline reference area for comparisons of minority population and/or low-income population than broader reference areas such as the state, region, or country.

  Recommendations
  EPA suggests that the project clarify the rationale to characterize minority and/or low-income populations relative to the project-specific Socioeconomic Study Area rather than a state, regional, or national point of reference. EPA encourages consideration of those broader areas given that broader demographic records can be key analytical considerations for determining adverse or disproportionate impacts to local individuals and/or communities.

- EPA notes that the Tier 1 DEIS considers FHWA's *Guidance on Environmental Justice and NEPA* (2011) within the Environmental Justice in Minority and Low-Income Population section; however, references in the DEIS do not appear to reflect consideration of CEQ's *Environmental Justice Guidance Under the National Environmental Policy Act* (1997).

  Recommendations
  To the extent that the DEIS has not considered and incorporated CEQ's Environmental Justice Guidance, EPA encourages the FEIS to apply the recommendations from that document for identifying both minority and low-income populations. CEQ's Environmental Justice Guidance may also provide helpful recommendations concerning outreach, mitigation, and broader communication concerning areas of potential EJ concern. In addition, *Promising Practices for EJ Methodologies in NEPA Reviews* (2016) may serve as another helpful resource concerning EJ analyses, outreach, and mitigation.

Climate Change

Green House Gas Emissions

- Section 4.6.5 notes the current lack of federal mandated project planning requirements regarding the consideration of greenhouse gas (GHG) impacts for transportation projects. The section also notes that the State of Maryland does not require GHG analysis at the project level. EPA appreciates that MDOT is exploring strategies and programs aimed at reducing GHG emissions in conjunction with Maryland's Greenhouse Gas Emissions Reduction Act, which requires a 40 percent emissions reduction from 2006 levels by 2030.

  Recommendations
  EPA recommends the Tier 1 DEIS include information regarding how the project will be consistent with the Council for Environmental Quality's February 19, 2021, Federal Register notice rescinding the 2019 Draft Green House Gas (GHG) Guidance, how the Project is considering all available tools and resources in assessing GHG emissions and climate change effects of the proposed actions, including, as appropriate and relevant, the Final Guidance for Federal Department and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews (2016 GHG Guidance).

Sea-Level Rise

- EPA appreciates the comparative projections in the Tier 1 DEIS for the total amount of land area susceptible to sea level rise through 2100; however, EPA is also concerned that the RPCA, Corridor 7, contains the highest amount of total land area susceptible to sea level rise of all Corridor Alternatives based on the projections for 2050 and 2100.

  EPA also appreciates that the Tier 1 DEIS identified suggested adaptive management strategies, including installing flood barriers, elevating specific elements of critical infrastructure above the projected flood elevations, moving facilities to higher ground, designing assets for quick restoration after an extreme weather event, and evacuation route planning.

  Recommendations
  In comparison to other Corridor Alternatives, Corridor 7 has a great deal of existing buildings, roadways, and other infrastructure. The selection of Corridor 7 may limit the range of sea level rise management strategies that are available due to constraints from the existing development. EPA recommends that the Tier 1 DEIS provide additional details and clarification regarding how a project would implement the management strategies identified by FHWA and commit to the implementation of specific strategies in the FEIS and ROD.

Aquatic Resources - Wetlands and Waters of the United States

Aquatic Resources and Water Quality

- Baseline information on aquatic resources is important in assessing the impacted resources and guiding the standards for the proposed mitigation. EPA appreciates that a site-specific submerged aquatic vegetation survey will be conducted once a study area is identified.

Recommendations
EPA recommends that should the project progress to Tier 2, the Tier 2 DEIS include function-based wetland and stream assessments to quantify existing site conditions. At a minimum, baseline information to aid in determining the function and condition of the resources impacted should include data, such as but not limited to, hydrogeomorphic classification, source(s) of hydrology, vegetative species diversity, ecological community groups(s), invasive cover, disturbance history, habitat equivalency assessment/benthic community assessment, Rapid Bioassessment Protocol, Maryland Biological Stream Survey, and basic water quality data (dissolved oxygen, conductivity, etc.). Photos, measurements, and other supporting information that confirm the findings should be provided.

- Wetlands and mudflats are both considered Special Aquatic Sites under Clean Water Act (CWA) regulations and are defined as areas that possess special ecological characteristics of productivity, habitat, wildlife protection, or other important and easily disrupted ecological values. Specifically, mudflats serve as a transitional zone within the tidal marsh continuum, providing protection to low marsh, mid/high marsh, and upland habitat. Impacts to mudflats can result in a loss of values, such as increased rate of erosion or accretion, changes in chemical and biological exchanges, diminished capacity to dissipate storm surge runoff, and depletion or elimination of mudflat biota, foraging areas, and nursery areas. Impacts to these areas can exacerbate degradation of the overall aquatic ecosystem.

  Recommendations
  EPA recommends avoiding and minimizing direct, secondary, and cumulative impacts to these areas to the greatest extent practicable. Documentation of such efforts should be included to help determine consistency with regulations such as the CWA Section 404(b)(1) Guidelines.

  EPA recommends for the Tier 2 DEIS that a detailed alternatives analysis evaluate all available alternatives that meet the project purpose and identify all practicable measures to avoid and minimize impacts to aquatic resources.

  EPA also recommends that this alternatives analysis include additional information describing how the site selection and project design considered habitat use for sensitive species, including nursery habitat, spawning, and migration.

Compensatory Mitigation

- Once it is determined that all appropriate and practicable steps to avoid and minimize adverse impacts have been taken, compensatory mitigation is then considered. EPA offers the following recommendations for consideration as the mitigation proposal is developed.

  Recommendations
  EPA recommends that the Tier 2 DEIS include a mitigation statement or narrative that describes how the project proposal will adequately compensate for unavoidable permanent and temporary impact to waters.

  EPA also recommends developing an Adaptive Management Plan that outlines measures to be taken if the site fails to meet the performance standards.

To avoid temporal loss of wetland and stream functions, EPA recommends that the compensatory mitigation be conducted concurrent with or prior to impacting on-site aquatic resources. If this mitigation cannot be achieved, replacement ratios greater than one-to-one may be necessary to address temporal loss and to increase probability of success.

Drinking Water

- EPA observes that there are no sole source aquifers within the study area; however, there appear to be a significant amount of well-head protection areas. Although the Tier 1 DEIS indicates that an assessment of well-head protection areas will occur during Tier 2, this information may be relevant to regulators and the public as part of Tier 1.

  Recommendations
  EPA recommends that the project work with the Maryland Department of Environment to determine if the RPCA or finalized Corridor Alternative will have an impact to well-head protection areas. EPA further suggests that the EIS consider mitigation measures that may include avoidance and minimization.

Indirect and Cumulative Effects

- EPA notes that the indirect effect and induced growth analysis for the study has considered the potential for induced growth through the use of 0-to-30-, 30-to-45-, and 45-to-60-minute travel bands extending from major employment centers.

  Recommendations
  EPA suggests that this analysis consider the recent travel changes that may have evolved in regional remote work habits over the past year. For instance, the analysis may seek to consider whether the COVID-19 pandemic fostered more frequent remote work and/or affected the typical commute time traveling to and from employment centers. Because of these changes, longer, less frequent commutes could occur. Therefore, the analysis may want to consider increasing the timeframes within travel bands. EPA recommends that the analysis consider how an increase in remote work may influence the indirect effects and induced growth analysis.

Hazardous Materials

- Section 4.5.1 describes low, medium, and high priority rankings based on facility characteristics. Although site-specific documentation in Appendix C identifies which criteria pertained to each evaluated site, the Tier 1 DEIS text does not appear to clarify whether each ranked site must meet all criteria, one criterion, or any other combination based at the determined priority ranking level. This generality may steer the public toward misinterpreting or misunderstanding the system.

Recommendations
EPA suggests that additional information be included that clarifies the weight or significance of different criteria within each ranking. It may be helpful to explain that a site does not need to meet all criteria, but only needs to meet one or multiple criteria (if such direction is accurate).

- EPA notes that the Tier 1 DEIS does not appear to indicate whether each identified site is operationally active or inactive. Inclusion of this information may be helpful for the public to understand the potential scope and implications of operations and hazards at a location.

  Recommendations
  EPA recommends that additional information be included in the FEIS to clarify the operational status of each identified hazardous materials location for public benefit.

- As stated in the Hazardous Materials Technical Report (via Appendix C), "At this time, it is unknown how many potential hazardous materials sites would be impacted or be able to be avoided by a specific alignment. Based on the desktop database evaluation, all identified sites can potentially be avoided during the alignment planning phase."

  Recommendations
  EPA suggests that clarification be provided as to why it may not be feasible to avoid a site (and to provide specific site examples as needed) given the projected width of each Corridor Alternative. In addition, EPA recommends that information be included regarding how the project will minimize impacts to sites that the project has not identified in Appendix C, but which it may identify in the future as part of a potential Tier 2 Initial Site Assessment. It may also be helpful to further explain how sites that may be discovered during construction would be documented, what steps would be taken to limit any impacts to those previously unidentified sites, and what protections workers may receive against unidentified hazards.

Air Quality

General Conformity

- The Clean Air Act (CAA) outlines transportation conformity requirements for highway projects involving FHWA approval to ensure that air quality goals will be met with project implementation. Transportation conformity applies in geographic areas identified by EPA as having exceeded National Air Attainment Quality Standards (NAAQS) for transportation-related pollutants. For projects in these areas, a transportation conformity determination must be completed prior to approval of the final NEPA document.

  EPA recognizes that Corridors 6, 7, and 8 are each located within 2008 Ozone and 2015 NAAQS nonattainment areas as well as 1997 orphan maintenance.

  EPA also recognizes that an alignment for each Corridor Alternative would not be determined until a potential Tier 2 study and that it may not be feasible to specify all resources that could be affected by a given alignment in Corridors 6, 7, or 8. Accordingly, completion of a conformity determination would need to occur during a potential future Tier 2 analysis.

Recommendations

If the project proceeds to Tier 2, EPA recommends the completion of a conformity determination in accordance with applicable statutes and regulations. EPA recognizes that completion of this determination may be dependent on determining and evaluating the final Corridor Alternative and final alignment for the project.

US Environmental Protection Agency Response

The Bay Crossing Study Team appreciates the input provided by the U.S. Environmental Protection Agency (EPA) on the Tier 1 EIS. MDTA will continue to coordinate with EPA throughout the remainder of the Tier 1 NEPA Study, and in a potential future Tier 2 NEPA study.

General

- MDTA appreciates the recommendation regarding commitments to provide information updates to the public during a future Tier 2 NEPA study. If a future Tier 2 study is initiated, MDTA would implement a robust public and agency outreach program throughout all phases of the study. Agency and public updates at major milestones of a Tier 2 study such as scoping, alternatives development, and EIS publication would ensure timely release of information on subjects such as impacts, mitigation, and potential alignments. The Record of Decision (**Chapter 7** of the combined FEIS/ROD) provides a discussion of commitments and next steps, which outlines activities that would be included in a future Tire 2 study.
- Forecasts of 2040 traffic volumes were prepared using the Maryland Statewide Transportation Model (MSTM). If a future Tier 2 NEPA study is initiated, an updated traffic analysis would be conducted which would have an updated planning horizon. In addition, MDTA has included supplemental information regarding the effects of the COVID-19 pandemic on traffic in **Chapter 3** of the FEIS.

Environmental Justice

- MDTA has included a supplemental discussion of environmental justice at the block group level using the recommended EJSCREEN tool in **Chapter 3** of the FEIS.
- MDTA appreciates the recommendation to clarify the rationale to characterize minority and/or low-income populations relative to the project-specific Socioeconomic Study Area. As detailed in **DEIS Section 4.1.4**, Census Tracts are considered potential locations of low-income or minority populations if the population below the poverty level and/or identifying as minority race or ethnicity:
    - Is greater than 50 percent; or,
    - Is 10 percentage points or more over the average percentage of the overall Socioeconomic Study Area (all Census tracts that comprise the study area).

  DEIS Tables 4-6 and 4-7 include the State of Maryland as a point of comparison to the Socioeconomic Study Area. These tables show that the Socioeconomic Study Area has a lower percentage of population below the poverty level, and lower proportions of population identifying as minority race or ethnicity compared to the state. Based on the above methodology, using the Socioeconomic Study Area as the reference area is more inclusive than using the State of Maryland as a reference area, because it results in a lower threshold compared to the state. For example, ten percentage points above the State of Maryland minority race percentage would result in a threshold of 19.6 percent or greater (9.6 percent plus 10 percentage points), whereas using the Socioeconomic Study Area for reference results in a threshold of 16.2 percent or greater (6.2 percent plus 10 percentage points). A lower threshold results in a more inclusive evaluation of low-income and minority populations. This same rationale applies to regional and nationwide comparison.

- MDTA appreciates the recommendation to apply CEQ's *Environmental Justice Guidance Under the National Environmental Policy Act* (1997) and *Promising Practices for EJ Methodologies in NEPA Reviews* (2016). The DEIS summarizes the more detailed discussion included in the Socioeconomic Technical Report, which notes that the BCS has followed the guidance included in the CEQ *Environmental Justice Guidance Under the National Environmental Policy Act* (1997). **Chapter 2 of the FEIS** includes an updated reference to this guidance. MDTA has reviewed *Promising Practices for EJ Methodologies in NEPA Reviews,* and the analysis included in this Tier 1 EIS (and supporting Socioeconomic Technical Report) is generally consistent with its recommendations, where applicable. MDTA would further consider the recommendations and best practices for a more detailed study of potential EJ populations and targeted EJ outreach in a potential future Tier 2 study.

Climate Change

- MDTA appreciates the recommendation to broaden the discussion on greenhouse gas (GHG) impacts. **Chapter 3** of the FEIS includes a detailed discussion on GHG emissions and a qualitative analysis for the Tier 1 NEPA study.

Sea-Level Rise

- MDTA appreciates the recommendation to broaden the discussion on climate change resiliency and sea-level rise. **Chapter 3** of the FEIS includes a detailed discussion on sea-level vulnerability within Corridors 6, 7, and 8. In addition, **Chapter 3** of the FEIS includes a discussion of sea level rise resiliency strategies. Due to the broad, conceptual nature of the Tier 1 Corridor Alternatives, engineering details needed to identify specific resiliency strategies (such as crossing type and alignment locations) are not available at this stage. Further analysis of sea level rise resiliency strategies would be assessed in a potential future Tier 2 NEPA study for Tier 2 alignment alternatives.

Aquatic Resources – Wetlands and Waters of the United States

- MDTA would conduct field investigations to gather data on aquatic resources including function and conditions of wetlands and waters of the US in a potential Tier 2 NEPA study.
- MDTA would analyze and document avoidance and minimization measures to reduce impacts to resources in accordance with applicable regulations, including wetlands, mudflats and sensitive species habitats, when determining a potential alignment if a Tier 2 NEPA study is initiated. The Tier 2 study alternatives analysis would evaluate all available alternatives that meet the project purpose and identify all practicable measures to avoid and minimize impacts to aquatic resources and would include additional information describing how the site selection and project design considered habitat use for sensitive species, including nursery habitat, spawning, and migration.
- MDTA would coordinate with regulatory agencies regarding the development of an acceptable mitigation plan if a Tier 2 study is initiated. The plan would include but not be limited to how the mitigation will compensate for impacts, how adaptive management would be implemented to remediate performance issues, and proposed timing of mitigation installation as appropriate.

Drinking Water

- Specific potential impacts and mitigation measures for well-head protection areas are not feasible to identify in the absence of roadway alignments. MDTA anticipates that any improvements within wellhead protection areas would include the implementation of best management practices in stormwater management and erosion and sediment control (ESC) to avoid impacting groundwater resources. Implementing measures such as well-maintained ESC during construction and stormwater BMPS designed to route runoff away from well-head protection areas for treatment, while also capturing sediment and potential contaminants before they are released into the surrounding environment could minimize the potential for groundwater impacts. In addition, modern SWM BMPs are designed to promote and maintain current infiltration rates to the greatest extent practicable to ensure that recharge of the local water table and shallow aquifers is maintained to preserve local groundwater quantities. Other specific mitigation measures, such as locating staging and fuel storage areas away from wellhead protection areas and implementing herbicide application bans for ROW maintenance in those areas could also be considered depending on the nature of the resource and specific roadway alignment. However, given the broad nature of the Tier 1 corridor-level analysis, the appropriate level of detail needed to provide context for the discussion of wellhead protection areas is better suited for a potential future Tier 2 study.

- MDTA does not anticipate that the presence of well-head protection areas would substantially affect the comparison between corridor alternatives and the identification of Corridor 7 as the Preferred Corridor Alternative at the Tier 1 level of detail because the mitigation and avoidance measures could be implemented in any corridor to avoid groundwater resource impacts. Therefore, MDTA would coordinate with Maryland Department of the Environment regarding potential impacts and mitigation measures, including avoidance and minimization, in a potential future Tier 2 NEPA study.

Indirect and Cumulative Effects

- MDTA has included a discussion on the COVID-19 pandemic and its impacts on travel patterns in **Chapter 3** of the FEIS. If a Tier 2 NEPA study is initiated, the continuing impacts of the pandemic and recovery would be assessed in that study. Regarding potential indirect effects and induced growth, it is anticipated that any changes in overall commuting patterns would affect each of the corridors in a similar manner (such as increasing the commute areas) and would not change the relative comparison between the corridors. Additional evaluation of potential indirect effects from induced growth resulting from a new crossing in Corridor 7 would be included in a potential future Tier 2 study.

Hazardous Materials

- Clarification of the ranking methodology is included in **Section 4.0 of the Hazardous Materials Technical Report** which notes, “While facilities/sites may have characteristics applicable to more than one rank, for the purposes of this Study, each site was assigned the highest applicable priority ranking as a default.” The Hazardous Materials Technical Report is incorporated by reference into the EIS.

- Specific details about hazardous materials sites, such as operational status, would be more appropriately discussed in a potential future Tier 2 study when more specific alignment alternatives are developed. Because of the broad nature of the Tier 1 study, the corridor alternatives include many hazardous materials sites that may not be impacted by a new crossing within the corridor; this information would not be known in detail until a potential future Tier 2 study. It is not anticipated that the operational status of hazardous materials sites would be necessary for a Tier 1-level comparison between the corridor alternatives. However, this information would be included in a potential future Tier 2 study as appropriate.
- MDTA would consider including additional information on the feasibility of avoiding hazardous materials sites if a potential alignment is identified during a future Tier 2 NEPA study. Mitigation and minimization considerations, such as hazardous material safety and disposal during construction would be addressed in a potential future Tier 2 study.

Air Quality

- MDTA would complete a conformity determination in accordance with applicable statutes and regulations to ensure that air quality goals will be met with project implementation if a Tier 2 NEPA study is initiated.

APPENDIX C: RESPONSE TO TRAFFIC REPORT SUBMITTED BY QACA

The Queen Anne's Conservation Association (QACA) submitted a report prepared by AKRF in December 2020 entitled *Chesapeake Bay Bridge Crossing Transportation Study* ("AKRF Report"). The stated purpose was, "[…] to conduct an independent study to determine whether there is a current need for replacement of the Chesapeake Bay Bridge Crossing from a traffic operations perspective." The report's Executive Summary states that the consultant reviewed and evaluated "methods, results, and conclusions stated in the Purpose and Need Assessment document dated February 2019." In addition, the Introduction to the AKRF Report states that "This report also considers and relies on results of comprehensive research efforts identifying strategies used at comparable facilities in the region, and available traffic data from MDOT on the Bay Bridge from 2003 to 2018. These findings are then also compared to traffic projections in the 2004 Transportation Needs Report and 2015 Life Cycle Cost Analysis Study." The AKRF analysis did not take into account information reflected in the Draft Environmental Impact Statement or the Bay Crossing Study (BCS) Traffic Analysis Technical Report, which were available in February 2021.

AKRF used the information available to the firm at the time of its report to:

- Develop a different set of existing traffic volumes than those used by the BCS team, perform its own capacity analyses using that set of existing traffic volumes, and prepare its own traffic forecasts using a different technique than used by the BCS team;
- Assess the likely impact of all-electronic tolling (AET) on eastbound traffic operations;
- Assess the potential impact of COVID-19 and increased telecommuting; and,
- Assess the potential impact of management strategies, including variable tolling and different management of the reversible lane.

These topics are addressed below.

Traffic forecasts, existing traffic volumes, and capacity analyses

Traffic Forecasts

The AKRF Report uses historic growth trends to forecast future volumes. The AKRF Report also suggests that one or more economic downturns "and the traffic growth-stagnating effects typically following them" should have been incorporated into the traffic forecasts.

Development of traffic volume forecasts through extrapolation from existing and historic traffic volumes is an approach often used in preliminary studies. One of the disadvantages with this approach is that its forecasts can vary substantially, depending upon the number of historic data points used and the length of time covered by those historic data points.

This disadvantage is avoided when a travel demand forecasting model is used. A travel demand forecasting model also explicitly recognizes that travel demand is based entirely on people: how many of them there are, where they live, and where they wish to pursue activities from working to shopping to recreating. Current traffic volumes, the current transportation network, current population and current employment are used to calibrate the travel demand forecasting model so that it reflects existing conditions. Then, forecasts of population and employment in a future year, along with anticipated changes to the transportation network in that year, can be used by the model to predict traffic volumes.

Traffic volume forecasts for the Bay Crossing Study were prepared using the Maryland Statewide Transportation Model (MSTM), a travel demand model prepared and maintained by MDOT SHA, which utilizes adopted long-term forecasts of population and employment. Those forecasts were developed cooperatively by County and Regional agencies, including Anne Arundel County, Queen Anne's County, and the Baltimore Metropolitan Council, and implicitly incorporate variations in economic growth during the intermediate years. The land-use forecasting approach used in the Bay Crossing Study is the approach typically used in a NEPA study and is consistent with FHWA guidance including *Instructions for Reviewing Travel and Land Use Forecasting Analysis in NEPA Documents*[1] (2018) and *Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA*[2] (2010). Typically, in a NEPA study, forecasts of economic conditions in the analysis year are reflected in the forecasts of population and employment used to develop the travel demand forecasts.

Existing Traffic Volumes

The AKRF Report states that "only a one-day sample of data" from August 2017 was collected, that additional traffic data should have been collected, and that the data used were atypically high.

The Bay Crossing Study team collected seven days of traffic data for summer conditions, from August 1 through August 7, 2017. Additionally, because the Bay Bridge experiences both traditional weekday traffic peaks and summer weekend traffic peaks, an additional seven days of traffic data for non-summer conditions was collected. The average summer weekend volumes are a composite of Friday, Saturday, and Sunday volumes, and represent the highest volume in each hour during that three-day period. Additional information may be found in **FEIS Section 3.1.3**, as well as in Chapter 4 of the Traffic Analysis Technical Report.

Following MDTA's receipt of the AKRF Report, the Bay Crossing Study team reviewed Bay Bridge traffic data from June 2017 through August 2017. Examination of the data confirms that the total volume during

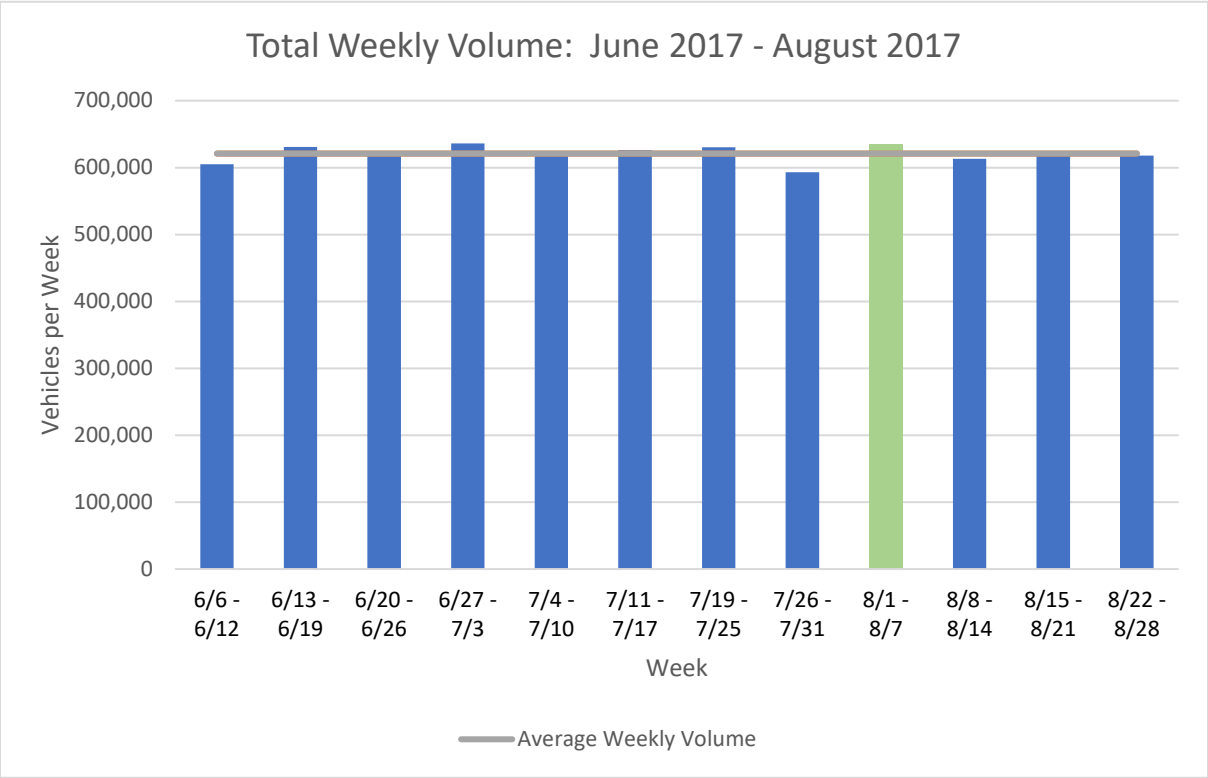
[1] https://www.environment.fhwa.dot.gov/nepa/Travel_LandUse/forecasting_reviewer_guidance.aspx
[2] https://nacto.org/docs/usdg/interim_guidance_on_app_of_travel_and_land_use_forecasting_fhwa.pdf

the week of 8/1/17 – 8/7/17 was slightly higher than the average weekly volume of the June – August period, but still representative of summer conditions and not abnormally high (**Table C-1** and **Figure C-1**). This variation from the average weekly volume is well within a range typically accepted in traffic engineering analyses. For example, in its "VISSIM Modeling Guidance" (August 2017), MDOT SHA requires that "The volume calibrations should not exceed 10% of the count traffic volume…" (page 14). The 2.29 percent difference noted in **Table C-1** and **Figure C-1** is well within this range. The volumes used appropriately represent existing conditions, and the analyses appropriately reflect existing conditions.

Table C-1: Weekly Traffic Volumes on the Bay Bridge, June – August 2017

Week	Total Volume (vehicles)	Percentage Difference from Average Weekly Volume
6/6/17 – 6/12/17	605,053	-2.56
6/13/17 – 6/19/17	630,773	1.58
6/20/17 – 6/26/17	622,043	0.18
6/27/17 – 7/3/17	636,035	2.43
7/4/17 – 7/10/17	617,775	-0.51
7/11/17 – 7/17/17	625,989	0.81
7/18/17 – 7/24/17	630,278	1.5
7/25/17 – 7/31/17	593,258	-4.46
8/1/17 – 8/7/17	635,161	2.29
8/8/17 – 8/14/17	613,146	-1.26
8/15/17 – 8/21/17	624,042	0.5
8/22/17 – 8/28/17	617,914	-0.49
Average	**620,956**	**N/A**

Figure C-1: Total Weekly Volumes on Bay Bridge: June 2017 – August 2017



Capacity Analyses

In the Introduction, the AKRF Report defines Traffic Congestion as "Hours of the day where the bridge traffic demand would exceed the traffic capacity in either direction of the crossing."

While congestion certainly does occur when demand exceeds capacity, congestion also can and does occur at volumes lower than capacity. As noted on page 7 of the BCS Purpose and Need Document, "While the computed capacity of the Bay Bridge in either the eastbound or westbound direction is up to approximately 4,900 vehicles per hour (vph), it has been observed that queues begin forming at demand levels at or less than 3,900 vph." In addition, there are a number of factors which can reduce the capacity of the Bridge on any given day including incident management, inclement weather and debris on the roadway surface.

Likely impact of AET on eastbound traffic operations

The AKRF Report cites the AET Conversion and Prioritization Study (January 2014), which stated that AET could lead to a significant reduction in delays and queuing at all MDTA facilities with toll barriers, including the Bay Bridge.

As stated in the 2014 AET Study, "the VISSIM analyses conducted for the [2014] AET Study did not include the US 50/US 301/Bay Bridge. The Bay Bridge was the subject of an earlier and much more detailed VISSIM analysis performed in 2008 as part of a larger study evaluating all electronic tolling at the Bay Bridge." The 2008 analyses, which are summarized in the 2014 Study, indicate that removal of the toll plaza would be expected to increase the capacity of eastbound US 50 by approximately 4.4 percent between Oceanic Drive and the foot of the Bay Bridge. That increased capacity would be expected to decrease queues and delays. With the volumes used in the 2008 analyses (which were approximately the capacity of the Bay Bridge itself) and the three-hour analysis period used in the 2008 analyses, those reductions would be expected to be as described in the 2014 AET Study. However, queues and delays would not be eliminated, due to the capacity limitations of the Bay Bridge itself. With higher volumes and/or longer analysis periods than those used in the 2008 analyses, longer queues and more extensive delays would be expected, and in fact continue to occur with AET fully implemented at the Bay Bridge.

As explained in **Section 3.1.2.1 of the DEIS** (Transportation Systems Management/Travel Demand Management (TSM/TDM)):

Implementing All Electronic Tolling (AET)

This improvement includes replacing the existing toll booths with an overhead toll gantry that collect electronic tolls at highway speeds. AET commenced at the Bay Bridge in Spring 2020. Following completion of the Draft Tier 1 EIS, and prior to the preparation of the Final Tier 1 EIS, additional data collection will be performed to evaluate the effects of AET on eastbound operations.

The results of this data collection and evaluation effort show that queues are still occurring on eastbound US 50 approaching the Bridge, as described in **FEIS Section 3.1.2**.

By eliminating the need for vehicles to slow or stop to pay their toll, AET can reduce or even eliminate delays and queuing at the Bay Bridge when low to moderate volumes are present; that is, when the capacity of the Bridge does not constrain traffic flow. However, as volumes approach the capacity of the Bridge, queues and delays still occur, even with AET.

It should also be noted that while consideration of queue lengths in the eastbound direction is an important metric, the AKRF Report excludes consideration of westbound queues, which are also important to the operation of the Bay Bridge.

Potential Impact of COVID-19 and Increased Telecommuting

The AKRF Report states that "The long-term influence of the COVID-19 pandemic on traffic and travel patterns is not yet understood."

MDTA agrees with this statement. The COVID-19 pandemic has had an impact on both weekday and weekend travel patterns throughout the nation, including at the Bay Bridge. The short-term impacts of the pandemic continue to evolve, and it is too soon to define or to accurately assess the long-term impacts at this time. That being said, following the end of most COVID-19 restrictions in Maryland in mid-May 2021, volumes at the Bay Bridge have generally increased, with volumes during July 2021 exceeding pre-pandemic levels. The potential impact of COVID-19 on current traffic volumes and traffic forecasts is discussed in **FEIS Section 3.1.1**.

The AKRF Report also suggests that increases in telecommuting could result in lower future traffic volumes than are forecast.

Future impacts of telecommuting are uncertain at this time. If a Tier 2 Study is performed, new "existing conditions" traffic volume data would be collected, and any impacts of telecommuting on weekday or weekend traffic at that time would be reflected in that data. Longer-term impacts of telecommuting would be addressed in the travel demand forecasting for a Tier 2 Study.

Potential Impact of Management Strategies, Including Variable Tolling and Different Management of the Reversible Lane

With regard to the management strategy of variable tolling, the AKRF Report identifies I-66 in suburban Washington DC and bridges/tunnels between New York and New Jersey as "comparable facilities in the region" and suggests that reductions in peak traffic volumes as a result of congestion pricing at those facilities could apply to the Bay Bridge.

Several unique factors make comparisons of other facilities in the region to the Bay Bridge challenging. In particular, to be directly comparable to the Bay Bridge another facility would need to a) be the sole link in the bridge/roadway system at/near that location; and b) experience both non-summer weekday and even more extensive summer weekend congestion. Neither I-66 in Northern Virginia nor the bridge/tunnel crossings between NY and NJ meet these criteria.

In addition, the goal of congestion pricing is to shift traffic volumes from peak periods to off-peak periods. While this would help peak period congestion, it would not support the project need to provide "flexibility to support maintenance and incident management in a safe manner", by increasing volumes during off-peak periods and potentially reducing the number of off-peak hours during which lane closures could be accommodated.

With regard to different management of the reversible lane, the AKRF Report identifies high occupancy vehicle (HOV) or high occupancy toll (HOT) lanes as a possible strategy to reduce demand at the Bay Bridge.

Both variable tolling and HOV/HOT lanes are Transportation Systems Management/Transportation Demand Management (TSM/TDM) strategies, which would be further considered in a potential future Tier 2 Study, in the context of Corridor 7. This would include the evaluation of all Modal and Operational Alternatives (MOA) during any future Tier 2 alternatives analysis.

Conclusion

In conclusion, the issues raised by the AKRF report have not brought to light information that would change the identification of Corridor 7 as the PCA or undermine the basis of the Purpose and Need. The updated traffic analysis showed that the overall results of the traffic analysis and underlying assumptions are still valid.

APPENDIX D – AGENCY CORRESPONDENCE

Agency	Page No.	Date	Subject
Maryland Department of Natural Resources (MDNR)	2	09/14/2021	Concurrence on Preferred Corridor Alternative
Maryland Department of Planning (MDP)	3	09/10/2021	Concurrence on Preferred Corridor Alternative
Maryland Department of the Environment (MDE)	4	09/15/2021	Concurrence on Preferred Corridor Alternative with Attached Concurrence Form
MDOT State Highway Administration (MDOT SHA)	6	09/17/2021	Concurrence on Preferred Corridor Alternative
National Park Service (NPS)	7	09/07/2021	Concurrence on Preferred Corridor Alternative
	8	09/08/2021	Coordination regarding NPS participation level
National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS)	9	09/15/2021	No Objection on Preferred Corridor Alternative
US Army Corps of Engineers (USACE)	10	09/8/2021	Concurrence Transmittal for Preferred Corridor Alternative with Attached Concurrence Form
US Coast Guard (USCG)	12	09/24/2021	No Objection on Preferred Corridor Alternative
US Environmental Protection Agency (USEPA)	13	09/15/2021	Concurrence with Comments on Preferred Corridor Alternative with Attached Concurrence Form and Comments

From: Gwendolyn Gibson -DNR- <gwendolyn.gibson@maryland.gov>
Sent: Tuesday, September 14, 2021 2:01 PM
To: Sarah Williamson <sarahw@cri.biz>; Heather Lowe (hlowe@mdta.state.md.us) <hlowe@mdta.state.md.us>
Cc: Ryan Snyder (rsnyder@rkk.com) <rsnyder@rkk.com>; Tony Redman -DNR- <tony.redman@maryland.gov>
Subject: Re: Bay Crossing Study ICM #14 and BCS Preferred Alternative Package (PCA)

Hello Sarah and Heather,

DNR has reviewed the Chesapeake Bay Crossing Tier 1 Study Preferred Corridor Alternative (PCA) Memorandum dated August 17, 2021. DNR concurs with the findings of the PCA memo, but would like to provide the following comments:

• The preferred corridor identified in the Tier 1 Study is adjacent to Sandy Point State Park. Additional coordination regarding avoidance and minimization of impacts to this DNR-managed resource is required. Additionally, DNR is actively engaged in the planning and design of significant infrastructure improvements at Sandy Point State Park, including a new water tower. Close coordination with regard to the planned bridge alignment and related road improvements will be necessary in the coming months to ensure that this $3.5M project will not be adversely impacted. DNR assumes that this coordination will occur during Tier II of the study, to allow specific alignments and their impacts to be evaluated.
• As summarized in the PCA Memo, some of the public comments received questioned the accuracy of the traffic studies used for the Tier 1 EIS. Please note that DNR comments and review focused primarily on Natural Resource impacts of the project and impacts to Sandy Point which are DNR's purview. Generally, DNR does not provide traffic expertise for these types of projects.

Thank you for the opportunity to review and comment. Please feel free to call or email me to discuss this further.
Thanks,
Gwen

dnr.maryland.gov

Gwen Gibson
Maryland Environmental Service/ SHA Liaison
Environmental Review Program
Department of Natural Resources
580 Taylor Avenue, B-3
Annapolis, Maryland 21401
410-260-8405 (office)
240-278-6429 (cell)
gwendolyn.gibson@maryland.gov

Click here to complete a three question customer experience survey.

From:	Bihui Xu -MDP-
To:	Sarah Williamson; Heather Lowe
Cc:	Chuck Boyd -MDP-; Michael Bayer -MDP-; Scott Hansen -MDP-
Subject:	Re: Bay Crossing Study ICM #14 and BCS Preferred Alternative Package (PCA)
Date:	Friday, September 10, 2021 8:54:48 AM
Attachments:	image001.png

Sarah and Heather,

The Maryland Department of Planning (Planning) has reviewed the draft Preferred Corridor Alternative (PCA) package and the public comments on the Draft Environmental Impact Statement (DEIS) for the Chesapeake Bay Crossing Study (BCS). Planning supports advancing Corridor 7 as the PCA for the BCS_Tier 1 NEPA Final Environmental Impact Statement.

Based on the current information, Planning notes that Corridor 7 would best meet the purpose and needs of the BCS_Tier 1 NEPA Project and would likely have lower overall environmental impacts including lower adverse indirect and cumulative impacts on Maryland's land use and associated environmental resources. As we indicated in our comments on the DEIS for the project, Planning would like to continue working with the Maryland Transportation Authority to help address potential induced land use impacts if the BCS_Tier 1 NEPA Project concludes with the selection of Corridor 7 for a future Tier 2 NEPA study.

In addition, Planning supports having the future Tier 2 NEPA study update the traffic analysis to include an assessment of the effects of the COVID-19 pandemic and the implementation of all-electronic tolling at the Bay Bridge. Planning also strongly supports a further evaluation of TSM and TDM measures including exploring pedestrian and bicycle access, the Bus Rapid Transit or other transit services, and ferry service in a future Tier 2 NEPA study.

If you have any questions on our comments above, please contact me.

Bihui Xu, AICP
Lead Transportation Planner
Maryland Department of Planning
301 West Preston Street, RM 1101
Baltimore, MD 21201
(443)-854-6488 (Mobile)
(410) 767- 4567 (Office)
bihui.xu@maryland.gov

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Maryland
Department of
the Environment

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Ben Grumbles, Secretary
Horacio Tablada, Deputy Secretary

September 15, 2021

Ms. Heather Lowe
Project Manager
2310 Broening Highway
Baltimore, Maryland 21224

Re: Chesapeake Bay Crossing Study: Tier 1 NEPA – Preferred Corridor Alternative

Dear Ms. Lowe:

The Maryland Department of the Environment (MDE), Wetlands and Waterways Program, in consultation with Programs in the Water and Science, Air and Radiation and Land and Materials Administrations at MDE have reviewed the Chesapeake Bay Crossing Study: Tier 1 NEPA – Preferred Corridor Alternative (PCA). Attached is the signed Concurrence Form for the project.

Please note Table 5-5 does not include any information regarding the 25-foot nontidal wetland buffer for any of the corridors that were reviewed. This information will need to be included as part of the avoidance and minimization and alternatives site analysis information provided in any future *Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland* (JPA) for the project. The table also does not distinguish between state and private tidal wetlands and does not identify specific tidal wetlands resource types such as emergent wetlands, shallow water habitat, scrub-shrub, forested or tidal wetlands habitat for rare, threatened, or endangered species or species in need of conservation. This information should be included in the JPA and identified during the Tier 2 study.

Concurrence with the PCA in no way affects the review or decisions regarding a future JPA or other authorizations required by MDE for the project. Any JPA and other authorizations will be reviewed in accordance with MDE policies and procedures, including evaluation and consideration of public and agency input and any new project information. If you need any further information or assistance, please don't hesitate to contact Tammy Roberson at (443) 286-0524, or by email at tammy.roberson@maryland.gov.

Sincerely,

Heather L. Nelson

Heather L. Nelson, Manager
Wetlands and Waterways Program

Attachment

cc: Sarah Williamson, Coastal Resources Inc.
Ryan Synder, RKK

PREFERRED CORRIDOR ALTERNATIVE

Project Name & Limits: Chesapeake Bay Crossing Study: Tier 1 NEPA (BCS) – Maryland Bay Area

Having reviewed the PCA Concurrence Package, the following agency concurs on the Preferred Corridor Alternative (Corridor 7) (by signing this document):

___ Federal Highway Administration

___ Corps of Engineers

_X__ Maryland Department of the Environment

___ Environmental Protection Agency

_X__ **Concurs**

___**Does Not Concur**

Comments / Reasons for Non-Concurrence:

See attached cover letter dated /15/21.

Note: Please do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.

Signature: _____ Wetland & Waterways Program, MDE

Date: /13/2021

From: Stephen Miller <SMiller2@mdot.maryland.gov>
Sent: Friday, September 17, 2021 7:21 AM
To: Heather Lowe
Cc: Heather Lowe; Emma Beck; Scott Pomento; David Schlie; Matt Baker; Donna Buscemi; Benjamin Allen (Consultant); Sarah Williamson; Emma Beck
Subject: Re: Bay Crossing Study PCA Concurrence Request

Heather,

MDOT SHA concurs with the Preferred Corridor Alternative (PCA) and have no objection.

Sincerely,

Stephen P. Miller
Regional Planner – Anne Arundel & Howard Counties
Regional and Intermodal Planning Division
Maryland State Highway Administration
Smiller2@mdot.maryland.gov
Work: 410-545-5673
Cell: 917-214-115

From: Eberle, Mark D <mark_eberle@nps.gov>
Sent: Tuesday, September 7, 2021 1:36 PM
To: Sarah Williamson <sarahw@cri.biz>
Cc: O'Sullivan, Wendy <Wendy_O'Sullivan@nps.gov>
Subject: Re: [EXTERNAL] Bay Crossing Study ICM #14 and BCS Preferred Alternative Package (PCA)

Hi Sarah,
The National Park Service (NPS), a Participating Agency, does not have any additional comments on the Preferred Corridor Alternative. Also, since you have selected your Preferred Corridor Alternative, and it is near NPS resources, the NPS would like to change our status for the project from participating to cooperating. We will send you a letter requesting Cooperating Agency status for this project.

Any questions, please let me know-
Thanks,
Mark

Mark Eberle

External Review Coordinator / Resource Planning Specialist
National Park Service

Interior Region 1, North Atlantic-Appalachian

1234 Market Street, 20th Floor, Philadelphia, PA 19107

Phone: 215-597-1258 Mobile: 267-315-1631

From: Eberle, Mark D <mark_eberle@nps.gov>
Sent: Wednesday, September 8, 2021 2:58 PM
To: Sarah Williamson <sarahw@cri.biz>
Cc: O'Sullivan, Wendy <Wendy_O'Sullivan@nps.gov>; Maver, Jennifer R <Jennifer_Maver@nps.gov>; hlowe@mdta.state.md.us
Subject: Re: [EXTERNAL] Bay Crossing Study ICM #14 and BCS Preferred Alternative Package (PCA)

Hi Sarah,

As a follow up to my discussion with Heather Lowe today about the Bay Crossing Study, the National Park Service will stay a Participating Agency for the remainder of the Tier 1 Study. Since the Tier 1 Study is almost complete, we think it makes sense to stay a Participating Agency now and plan on changing to a Cooperating Agency when you start the Tier 2 Study. We understand that the Tier 2 Study is dependent on receiving funding, and that when you do start Tier 2, you will send out new invitations to all the agencies asking if they want to be a Cooperating or Participating Agency.

We look forward to working with you further on this Study.

Thanks,
Mark

Mark Eberle

External Review Coordinator / Resource Planning Specialist
National Park Service

Interior Region 1, North Atlantic-Appalachian

1234 Market Street, 20th Floor, Philadelphia, PA 19107

Phone: 215-597-1258 Mobile: 267-315-1631

From: Jonathan Watson - NOAA Federal <jonathan.watson@noaa.gov>
Sent: Wednesday, September 15, 2021 2:25 PM
To: Sarah Williamson <sarahw@cri.biz>
Cc: Heather Lowe <hlowe@mdta.state.md.us>; Brian D Hopper - NOAA Federal <brian.d.hopper@noaa.gov>; Karen Greene - NOAA Federal <karen.greene@noaa.gov>; Sean Corson - NOAA Federal <Sean.Corson@noaa.gov>
Subject: Re: Bay Crossing Study ICM #14 and BCS Preferred Alternative Package (PCA)

Hi Sarah

We have reviewed the Bay Crossing Study (BCS) Preferred Corridor Alternative Memorandum provided on August 17, 2021. Accompanying this memo was a request for concurrence from Cooperating Agencies, including NMFS. We appreciate your attention to our comments during the Tier I NEPA process and we look forward to working with the BCS team should the Tier II process be initiated. As we have indicated previously, it is difficult to anticipate the nature and extent of impacts to NOAA trust resources resulting from the construction of a crossing with the coarse level of detail included in the Tier I NEPA process. We anticipate that much of our assistance will be rendered during the selection of an alignment and project design to ensure that adverse impacts to our trust resources are adequately avoided, minimized, mitigated, or otherwise offset. Our involvement in this process will help to streamline the formal consultation processes (e.g., Section 7 of the Endangered Species Act, Magnuson-Stevens Act Essential Fish Habitat), should they be initiated.

The Interagency Coordination Guiding Principles Memorandum from December 19,2017, stipulates that "For some Cooperating Agencies, formal affirmative concurrence may be difficult at the Tier 1 level due to a lack of detailed data on resources under their jurisdiction at this stage of the process. In this case, MDTA will accept 'No Objection or No Comment' in lieu of affirmative concurrence based on the level of information available." This accurately reflects our position. Therefore, we have no objection to the completion of the Tier I NEPA process which included the designation of a Preferred Corridor Alternative. We look forward to working with the BCS team as this project progresses. Should you have any questions regarding our roles in this process, please contact me (Jonathan.Watson@noaa.gov) and Brian Hopper (Brian.D.Hopper@noaa.gov) in our Annapolis field office.

Sincerely,

Jonathan Watson

From:	Dinne, John J CIV USARMY CENAB (USA)
To:	Heather Lowe
Cc:	Sarah Williamson
Subject:	NAB-2017-01158.20210908.Bay Crossing PCA concurrence.pdf
Date:	Wednesday, September 8, 2021 2:27:27 PM
Attachments:	NAB-2017-01158.20210908.Bay Crossing PCA concurrence.pdf

Heather,

Thank you for the opportunity to review the Bay Crossing Study Preferred Corridor Alternative (PCA) analysis. Attached is the Corps concurrence on the PCA. Please contact me if you have any questions.

Cheers.

Jack Dinne
Baltimore District, Regulatory Branch
Mitigation Banking & ILF Program POC
Maryland Section
410 962-6005 (o)
410 935-3787 (m)

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PREFERRED CORRIDOR ALTERNATIVE

Project Name & Limits: Chesapeake Bay Crossing Study: Tier 1 NEPA (BCS) – Maryland Bay Area

Having reviewed the PCA Concurrence Package, the following agency concurs on the Preferred Corridor Alternative (Corridor 7) (by signing this document):

___ Federal Highway Administration

_X_ Corps of Engineers

___ Maryland Department of the Environment

___ Environmental Protection Agency

__X_ **Concurs**

___**Does Not Concur**

Comments / Reasons for Non-Concurrence:

Corps concurrence of Corridor 7 as the PCA is made contingent upon several factors and underlying assumptions associated with the Tier I analysis. The Corps acknowledges the basic premise of the environmental considerations analysis (i.e., the environmental inventory within the two mile corridors does not provide the level of specificity to determine actual environmental impact). This is common in Tier I NEPA analysis; however, the total corridor length in combination with any information on the resources, including geographic distribution, within the corridor does allow of comparison of potential environmental impacts. In addition, the Corps has relied upon the likely nature of the potential environmental impacts (e.g., additional or expansion of existing impacts along Corridor 7 versus potential new impacts to environmental resources along Corridor 6 & 8). Avoidance and minimization of impacts to environmental resources will be a focal point of any Tier II analysis for the Corps. The Corps evaluation for concurrence of Corridor 7 as the PCA also relied upon the potential indirect and cumulative effects associated with the CRA corridors.

Note: Please do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.

Signature: Jack Dinne Date: 9/8/2021

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Fifth Coast Guard District

431 Crawford Street
Portsmouth, VA 23704-5004
Staff Symbol: dpb
Phone: (757) 398-6587
Fax: (757) 398-6334
Email: Mickey.D.Sanders2@uscg.mil
or CGDFiveBridges@uscg.mil

16591
24 SEP 2021

Ms. Jeanette Mar
Environmental Program Manager
FHWA – Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore, MD 21201

Dear Ms. Mar:

The Coast Guard has reviewed the Chesapeake Bay Crossing Study (Preferred Corridor Alternative Report) document of July 2020.

The Coast Guard has no objection to the decision to select corridor seven as the preferred corridor alternative.

The Coast Guard will continue to participate in the Chesapeake Bay Crossing Study NEPA process and will provide letters to document the Coast Guard's review of NEPA documents, in lieu of signing the agreement documents. The Coast Guard will either provide a "statement of no objection" or "statement of objection", inclusive of a detailed rationale for the objection.

If you have any questions, please contact Mr. Mickey Sanders at the above listed address, email or telephone number.

Sincerely,

HAL R. PITTS
Bridge Program Manager
By direction

Copy: CG Sector Maryland-National Capital Region, Waterways Management

From: Witman, Timothy <witman.timothy@epa.gov>
Sent: Wednesday, September 15, 2021 8:25 AM
To: Heather Lowe <hlowe@mdta.state.md.us>
Cc: sarahw@cri.biz; Nevshehirlian, Stepan <Nevshehirlian.Stepan@epa.gov>
Subject: EPA Concurrence Bay Crossing Study PCA

Hi Heather,
Attached please find our concurrence with comments. Let me know if you have any questions. We look forward to working through the FEIS and Tier 2 if it moves forward.
Thanks,
Tim

Timothy Witman
Environmental Assessment Branch
Office of Communities, Tribes and Environmental Assessment
Phone: (215) 814-2775
Email: Witman.Timothy@EPA.GOV

USEPA - Mid-Atlantic Region
1650 Arch Street (3RA12)
Philadelphia, PA 19103-2029

PREFERRED CORRIDOR ALTERNATIVE

Project Name & Limits: Chesapeake Bay Crossing Study: Tier 1 NEPA (BCS) – Maryland Bay Area

Having reviewed the PCA Concurrence Package, the following agency concurs on the Preferred Corridor Alternative (Corridor 7) (by signing this document):

___ Federal Highway Administration

___ Corps of Engineers

___ Maryland Department of the Environment

_X_ Environmental Protection Agency

_X_ **Concurs**

___**Does Not Concur**

Comments / Reasons for Non-Concurrence:

EPA concurs with comments. See attached comments.

Note: Please do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.

Signature: Witman, Timothy

Digitally signed by Witman, Timothy
Date: 2021.09.15 07:38:34 -04'00'

Date:

Chesapeake Bay Crossing Study: Tier 1 NEPA (BCS) – Maryland Bay Area
EPA Concurrence with Comments - Corridor 7

We concur with comments, on the selection of Corridor 7 as the recommended preferred alternative. EPA appreciates the coordination that has occurred as part of the BCS Tier 1 Study. We look forward to continued coordination with the Federal Highway Administration and the Maryland Transportation Authority on the BCS should the project progress into a Tier 2 study, specifically, where alignment alternatives and bridge design are developed to further reduce impacts to environmental resources, climate change, and environmental justice. In addition to the comments below, please refer to EPA comments on the Draft Environmental Impact Statement (DEIS) dated May 10, 2021 regarding the use of EJ SCREEN, climate change, and other comments that provide additional recommendations.

The DEIS analysis resulted in the selection of Corridor 7 as the recommended preferred alternative. As stated in the DEIS, this alternative would improve congestion and possibly have less environmental impacts than Corridors 6 or 8. The DEIS Tier 1 corridor analysis evaluated impacts at a high level. The final bridge design and alignment within the selected 2-mile-wide corridor will ultimately determine the extent of Corridor 7's impacts. Although the preferred corridor analysis conclusion indicates that "…Corridor 7 would provide the greatest traffic relief at the Bay Bridge and thus have a greater ability to meet the Tier 1 DEIS Purpose and Need," subsequent permit processes, such as the Clean Water Act Section 404 permit, and specifically the 404(b)(1) guidelines, which require the selection of the Least Environmentally Damaging Practicable Alternative (LEDPA), should also be a major deciding factor by which the alignment within Corridor 7 is selected. Consideration of the LEDPA could include other alignments within Corridor 7 that still meet the purpose and need but may not provide the greatest traffic relief.

The preferred corridor traffic analysis assumed the corridor would support eight new lanes. However, in Section 5.2 Engineering and Cost, it appears the cost analysis was completed using a varying number of lanes, between four and seven, depending on the corridor. To support this information, EPA suggests the Final EIS reference the appropriate section where additional information clarifies why the analysis utilized varying lane numbers as part of the engineering and cost to select the preferred corridor and did not assume eight lanes.