Study Intent

Identify the preferred location for addressing congestion on the Chesapeake Bay Bridge, and evaluate its financial viability
Study Area

- Full length of the Chesapeake Bay in Maryland
- Spanning approximately 100 Miles
- From Havre de Grace to the Virginia state line
- Includes 14 counties and the City of Baltimore
Project Background

- Current Crossing: Chesapeake Bay Bridge
  - Original Southern Span opened in 1952
    - Two lanes
    - Cost $45 million
  - Northern Span opened in 1973
    - Three lanes
    - Cost $148 million
Project Background

- Four studies have been conducted in the last 15 years to evaluate expanded or additional bay crossings:
  - Bay Bridge Task Force (2005)
  - “Transit Only” Capacity Study (2007)
NEPA Overview

- Tier 1 NEPA Environmental Impact Statement
  - Notice of Intent Published October 11, 2017
  - Draft Environmental Impact Statement (EIS)
  - Final EIS
  - Record of Decision
  - Will follow Council on Environmental Quality Tiering Process (40 CFR 1502.20 and .28)

- Federal Lead Agency

- State Lead Agency
Tiered NEPA Process

**Tier 1 EIS**
- Analyze a large and complex project on a broad scale
- Narrow the scale and scope of the project to a manageable geographic area
- Use screening criteria to narrow corridor alternatives
- Fully-documented and defensible NEPA decision-making process to focus next phase of NEPA

**Tier 2 EIS**
- Focus on a smaller geographic area
- More detailed analysis, field collected data
- Similar to traditional EIS
Bay Crossing Tier 1 NEPA Study will:

- Consider past efforts
- Identify a corridor for future capacity across the Bay
- Explore potential funding options for a new Chesapeake Bay crossing
- Study began in 2017 and is anticipated to conclude in late 2020
- Require Federal concurrence at key project milestones
Tier 1 EIS Study Content

- Scoping
- Purpose and Need
- Corridor Alternatives, Including No-Build
- Environmental Analysis
- Public Involvement
- Agency Coordination
Purpose & Need

To consider multiple corridors for providing additional traffic capacity and access across the Chesapeake Bay.

**MDTA anticipates the Study will address needs such as:**

- Adequate Capacity
- Dependable and Reliable Travel Times
- Flexibility to accommodate future maintenance and rehabilitation

**Taking into consideration:**

- Financial Viability
- Environmental Responsibility
Corridor Development

- Goal: Use screening process to narrow range of corridors for Tier 1 DEIS, and identify the preferred corridor alternative
- Defined screening criteria
- Limited engineering detail
- Traffic analysis
- Public input
- Agency input and concurrence
Range of Corridors

Corridor Alternatives Retained for Analysis (CARA)

Preferred Corridor Alternative
Environmental

Studying full range of environmental issues including:
- Natural Resources
- Socioeconomic Resources
- Cultural Resources
- Historic Properties
- Air Quality
- Noise
- Hazardous Materials
Public Involvement

- Scoping Public Meeting – November 2017
- Electronic / Non-traditional outreach
- Multiple public meetings
  - Spring 2018 – Scoping summary, P&N, screening criteria, existing conditions
  - Fall/Winter 2018/2019 – CARA
- Community meetings and presentations
- Elected Official coordination
- Stakeholder coordination
Scoping Public Meeting – Nov. 2017

- Presentation was broadcast via:
  - baycrossingstudy.com
  - Six satellite meeting locations
  - mdtamaryland.gov

- Over 450 comments received

- Scoping Report – February 2018
Schedule

- **PROJECT SCOPING**
  - FALL/WINTER 2017

- **ONLINE PUBLIC MEETING**
  - NOVEMBER 15, 2017

- **PURPOSE AND NEED**
  - SPRING 2018

- **PUBLIC WORKSHOP**
  - SPRING 2018

- **IDENTIFY RANGE OF CORRIDORS**
  - FALL 2018

- **ENGINEERING & ENVIRONMENTAL ANALYSIS**
  - SPRING 2019

- **PUBLISH DRAFT TIER 1 ENVIRONMENTAL IMPACT STATEMENT (EIS)**
  - FALL 2019

- **PUBLIC HEARING**
  - FALL 2019

- **IDENTIFY PREFERRED CORRIDOR**
  - FALL 2019/WINTER 2020

- **PUBLISH FINAL TIER 1 EIS RECORD OF DECISION**
  - SUMMER 2020
CHESAPEAKE
BAY CROSSING STUDY
TIER 1 NEPA

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