

CHESAPEAKE  
**BAY CROSSING STUDY**  
TIER 1 NEPA

Baltimore Regional Transportation  
Board Meeting  
January 26, 2018



MDTA  
Maryland  
Transportation  
Authority

# Study Intent

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



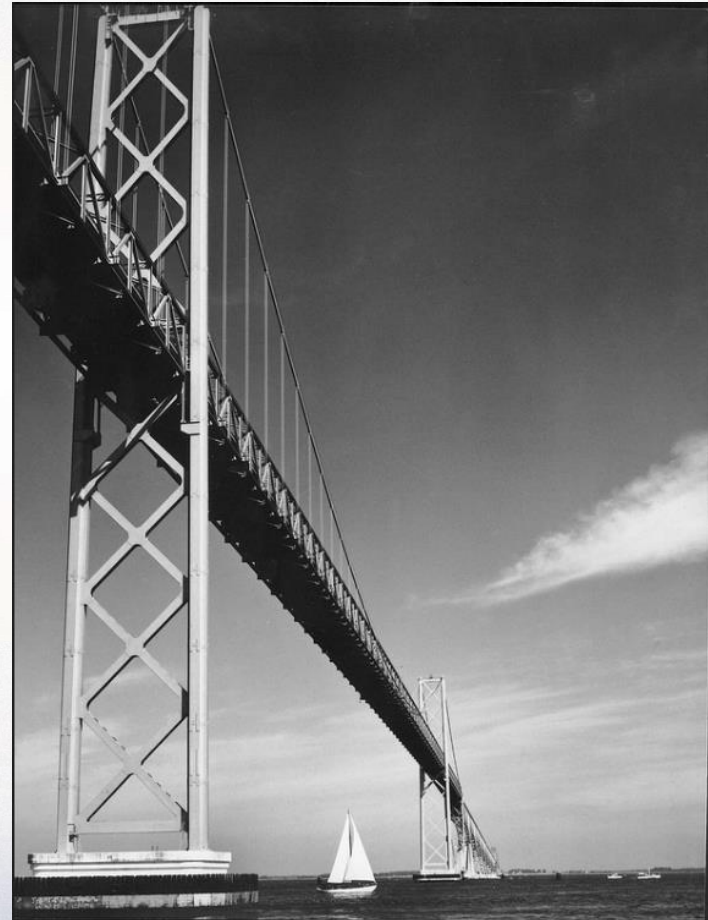
# Study Area

- 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 Transportation Needs Report (2004)
  - Bay Bridge Task Force (2005)
  - “Transit Only” Capacity Study (2007)
  - Life Cycle Cost Analysis (2015)



# 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

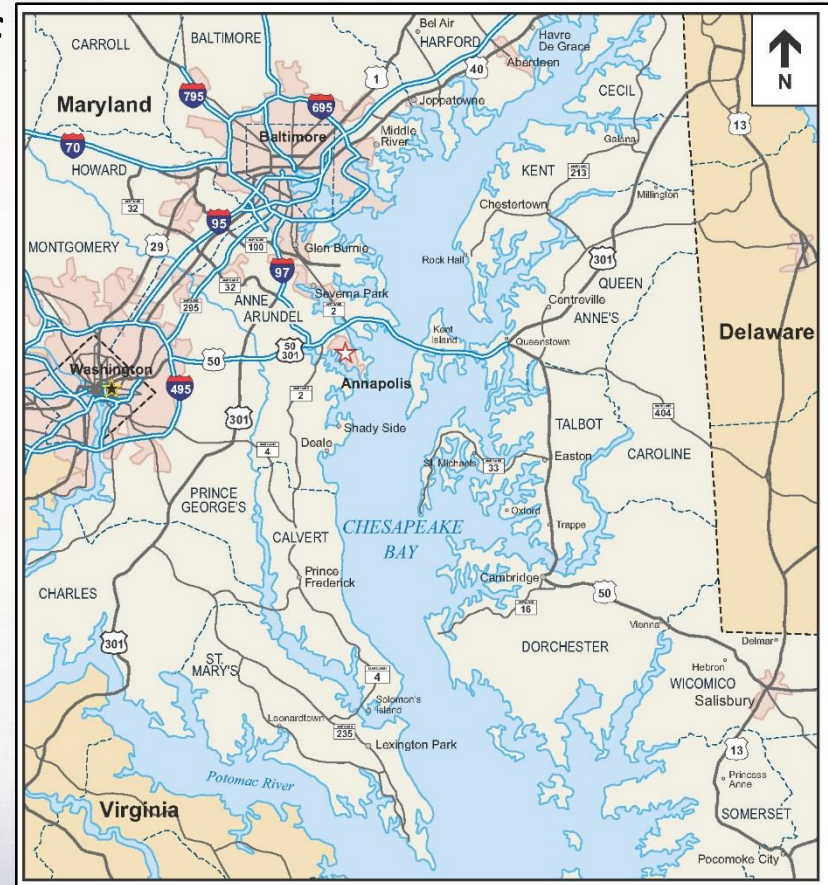
## **Taking into consideration:**

- 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



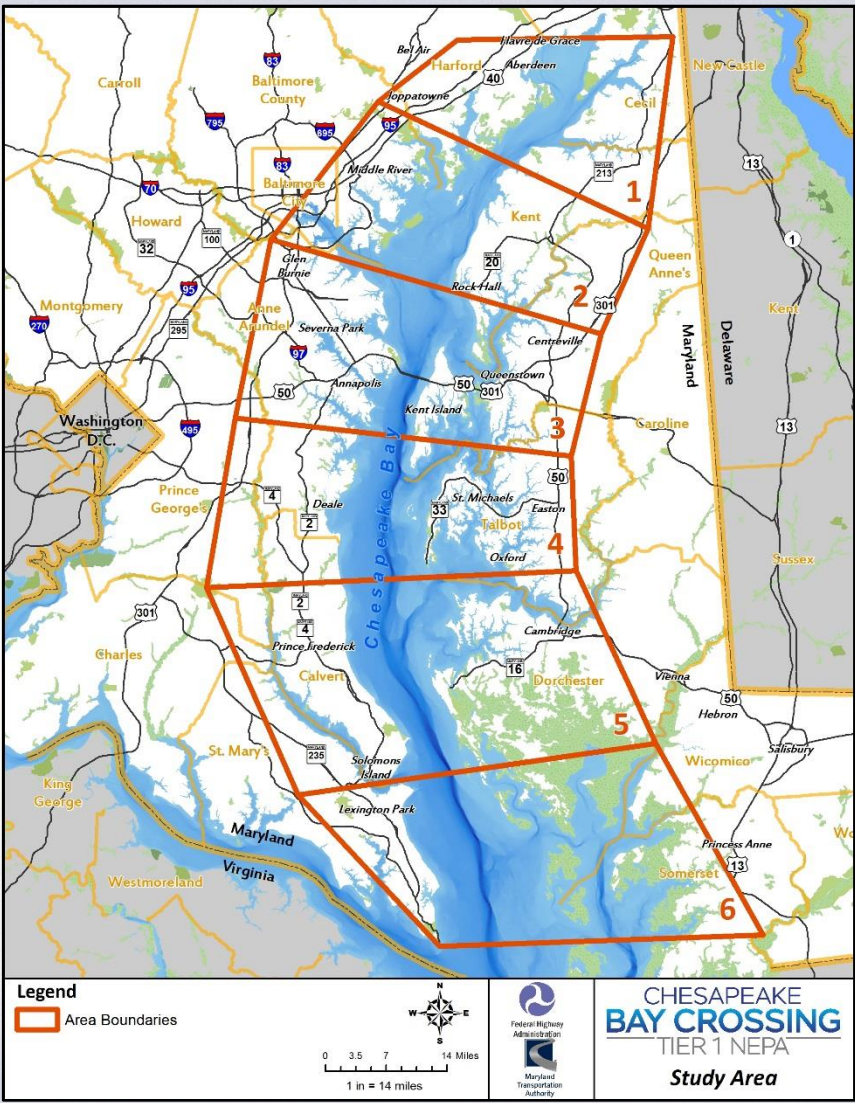
Range of Corridors



Corridor Alternatives Retained for Analysis (CARA)



Preferred Corridor Alternative



# Environmental

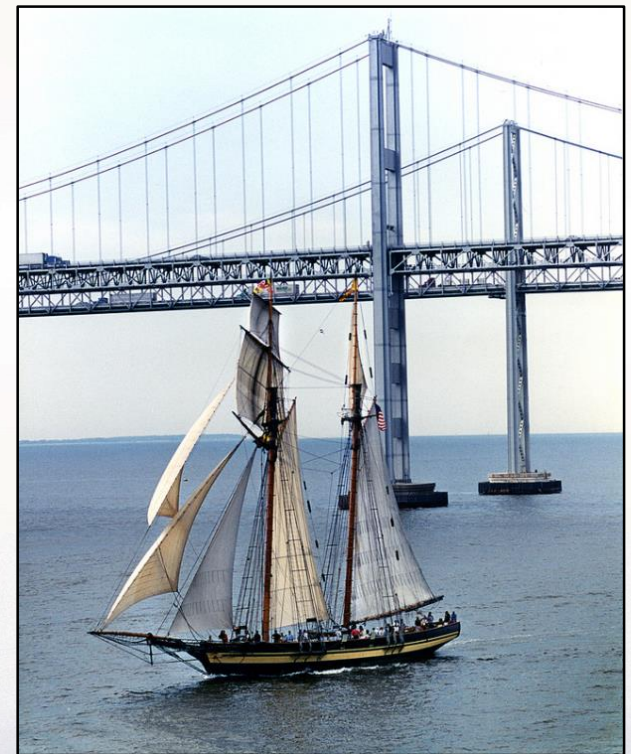
## Studying full range of environmental issues including:

- 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



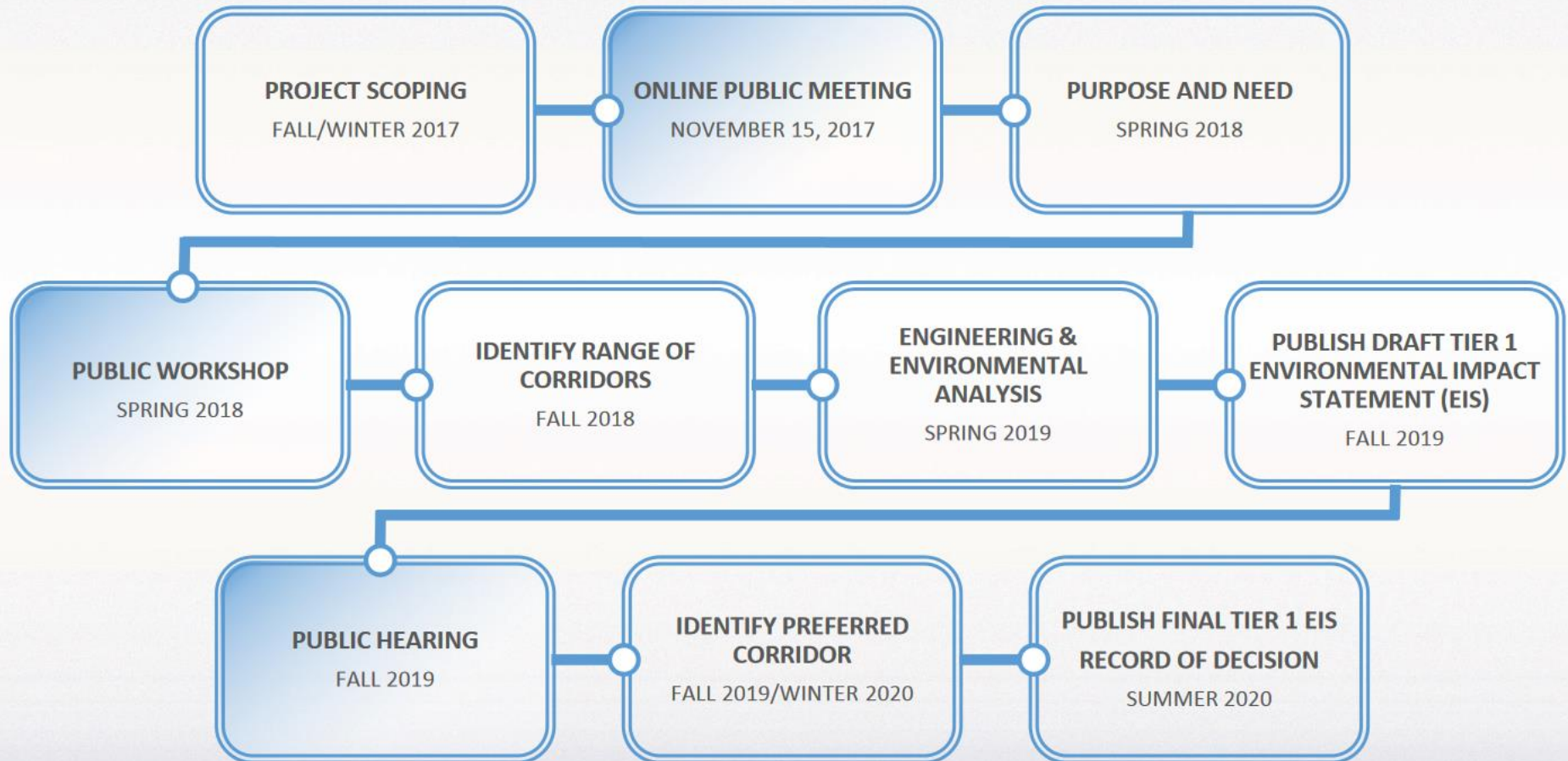
# Scoping Public Meeting – Nov. 2017

- Presentation was broadcast via:
  - [baycrossingstudy.com](http://baycrossingstudy.com)
  - Six satellite meeting locations
  - [mdta.maryland.gov](http://mdta.maryland.gov)
- Over 450 comments received
- Scoping Report – February 2018



★ Satellite Meeting Locations

# Schedule





# CHESAPEAKE BAY CROSSING STUDY

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## TIER 1 NEPA

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