

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**



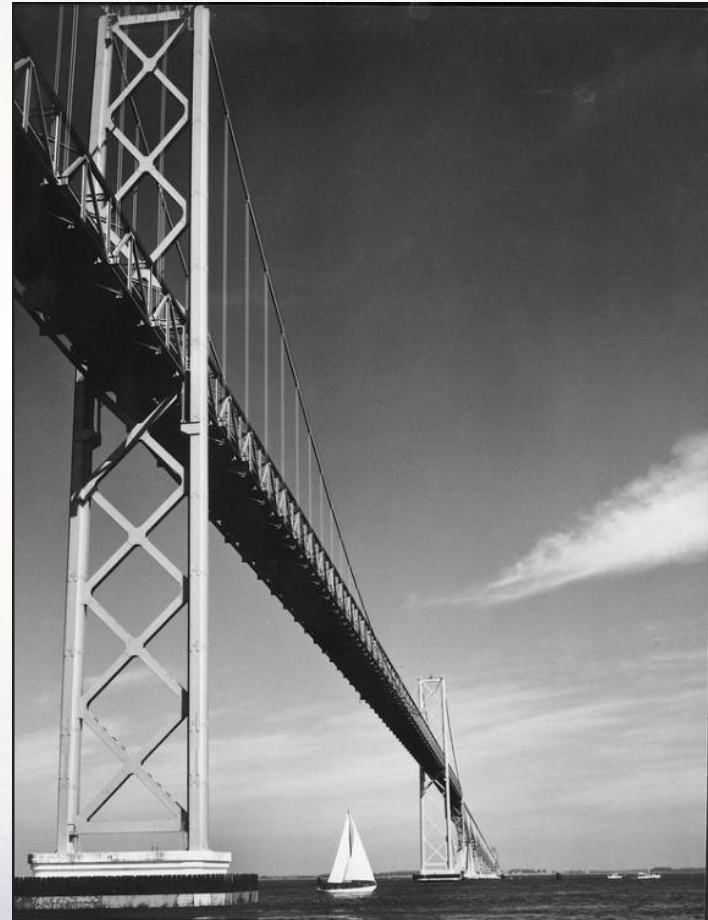
Study Area

- 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



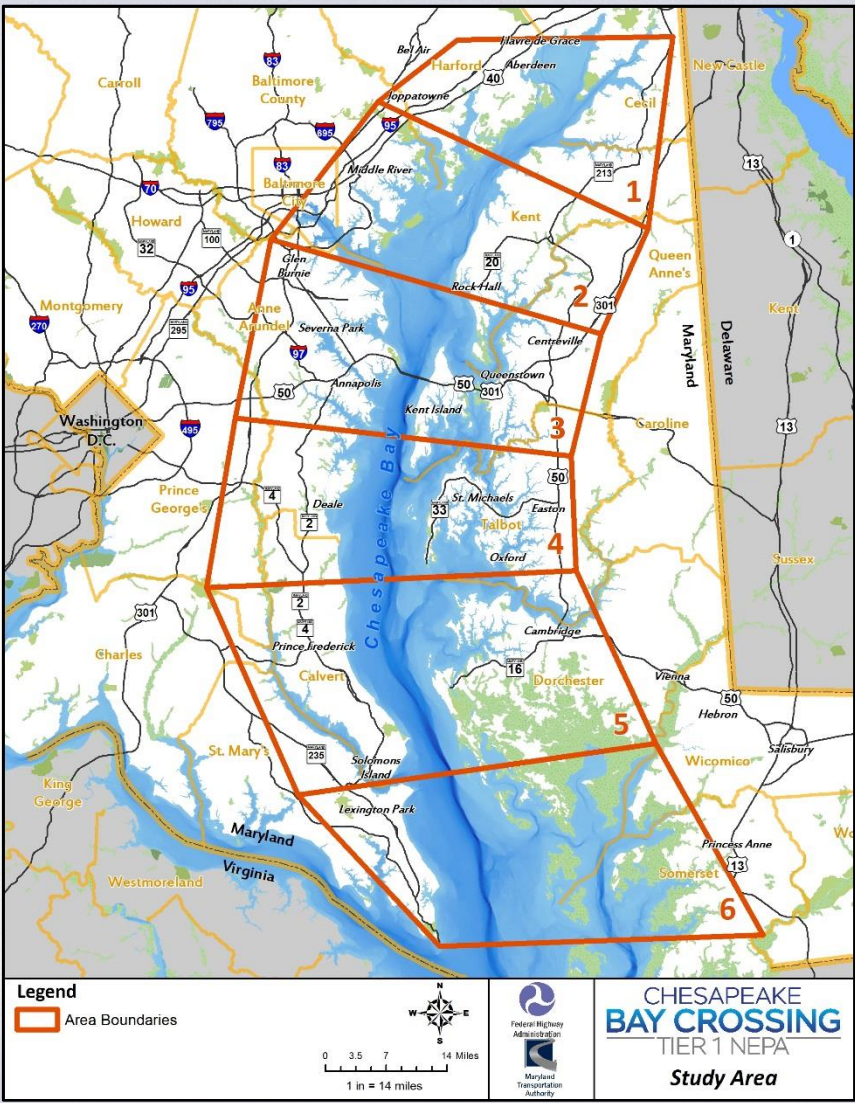
Range of Corridors



Corridor Alternatives Retained for Analysis (CARA)



Preferred Corridor Alternative



Environmental

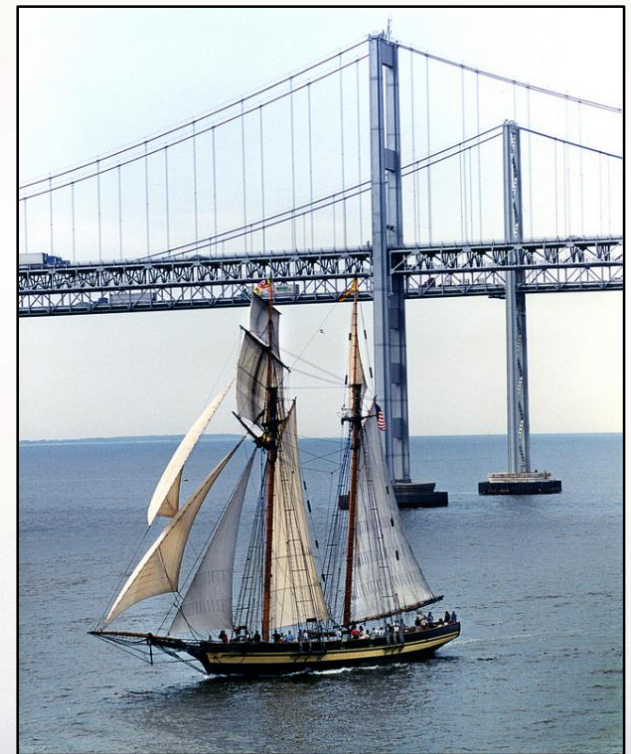
Studying full range of environmental issues including:

- 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



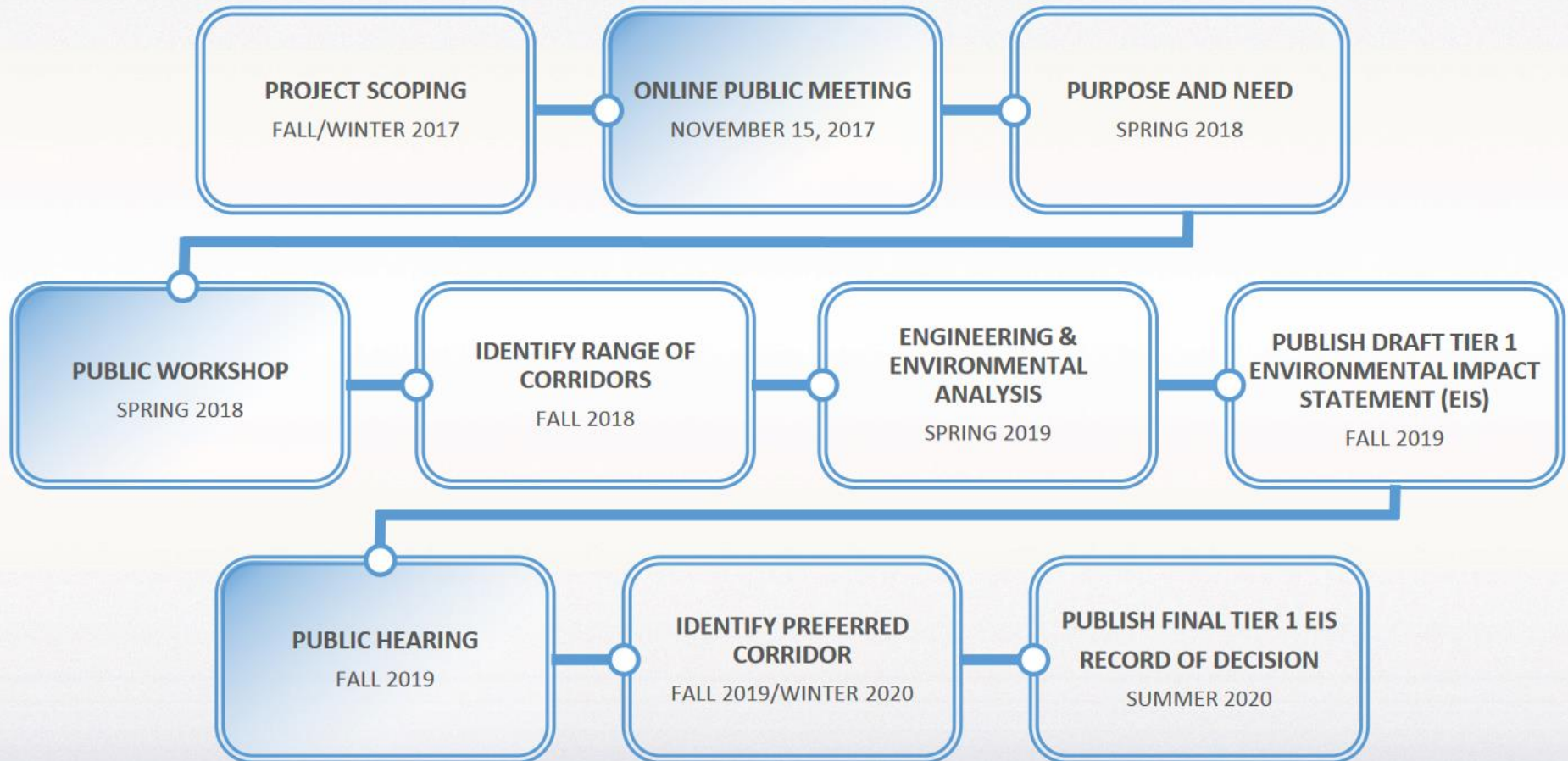
Scoping Public Meeting – Nov. 2017

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



★ Satellite Meeting Locations

Schedule



CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA

Heather Lowe
Maryland Transportation Authority
2310 Broening Highway
Baltimore MD 21224
410-537-5665
hlowe@mdta.state.md.us



Maryland
Transportation
Authority