

CHESAPEAKE
BAY CROSSING STUDY
TIER 1 NEPA

Kent County - Bay Bridge
Monitoring Committee Meeting
February 26, 2018



MDTA
Maryland
Transportation
Authority

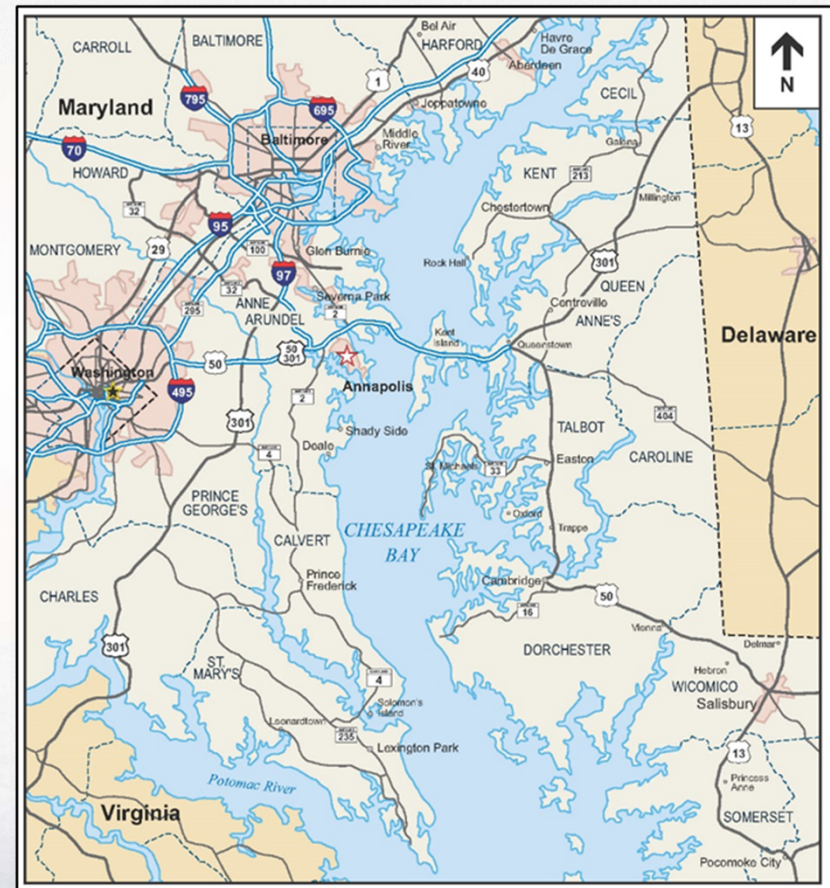
Study Intent

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



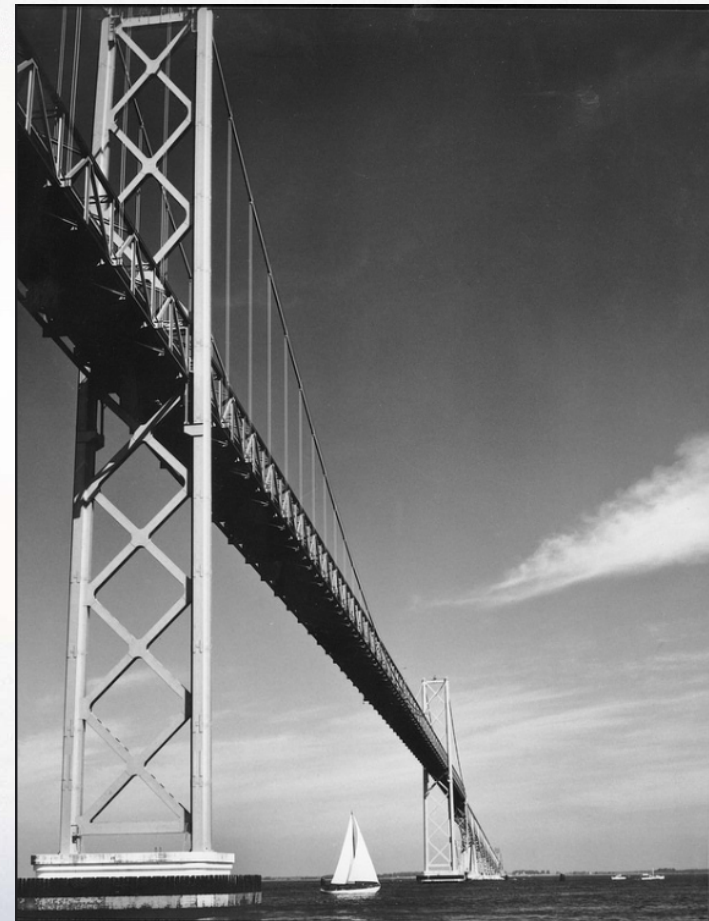
Study Area

- 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

- Original Southern Span opened in 1952
 - Two lanes
 - Cost \$45 million
- Northern Span opened in 1973
 - Three lanes
 - Cost \$148 million



Project Background: Previous Studies

- Four studies were 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)
- Current study will consider these previous efforts



NEPA Overview

The National Environmental Policy Act (NEPA)

- Federal legislation that applies to certain “federal actions” such as projects that receive federal funding or federal approval
- Requires consideration of a reasonable range of alternatives
- Comprehensive process for documentation of environmental impacts
- Ensures that environmental agencies and the public are informed and involved in the consideration of environmental consequences



Tiered NEPA Process

- Tier 1 EIS
 - Used to analyze a large and complex project on a broad scale
 - Narrows the scale and scope of the project to a manageable geographic area
 - Fully-documented and defensible NEPA decision-making process to focus next phase, Tier 2, of NEPA
- Tier 2 EIS
 - Focuses on a smaller geographic area
 - More detailed analysis, field collected data
 - Similar to traditional EIS

Bay Crossing Study Elements

Federal Lead
Agency:



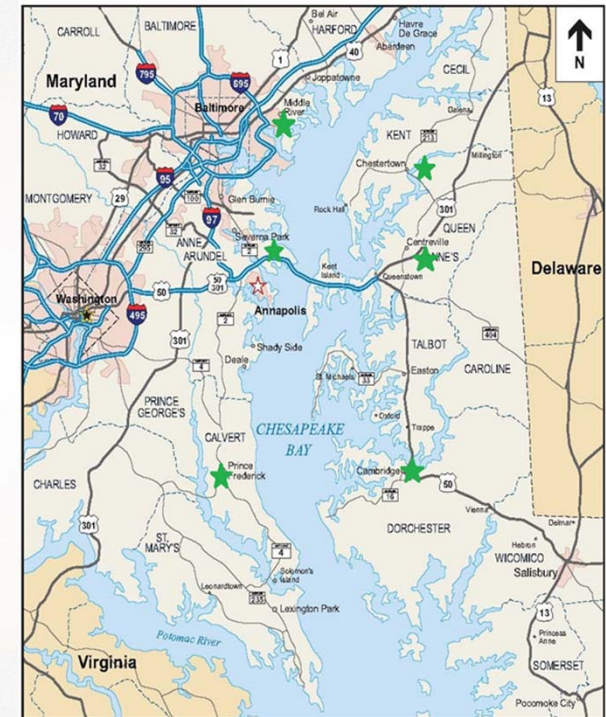
State Lead
Agency:



- Scoping
- Purpose and Need
- Corridor Development and Screening
- Environmental Analysis
- Documentation (Tier 1 Environmental Impact Statement)
- Public Involvement
- Agency Coordination

Scoping

- First step in gathering data and input to identify areas of future study throughout the NEPA process
- Collected public and agency input on the study process
- Comprehensive public and agency outreach
 - Study website (www.baycrossingstudy.com)
 - Nov 15, 2017 Public scoping online meeting with six in-person viewing locations, with extensive notification efforts
 - Study team received over 450 comments during the 30-day scoping comment period (Nov 15 to Dec 15, 2017)
- Scoping process will be documented in a Scoping Report, including all public and agency comments received.



★ Satellite Meeting Locations

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 and Screening

- Screening process using criteria to narrow range of corridors for Tier 1 DEIS
- Traffic analysis
- Environmental analysis
- Public input
- Agency input and concurrence

Range of Corridors
(Including No-Build)



Corridor Alternatives
Retained for Analysis
(CARA)



Preferred Corridor
Alternative

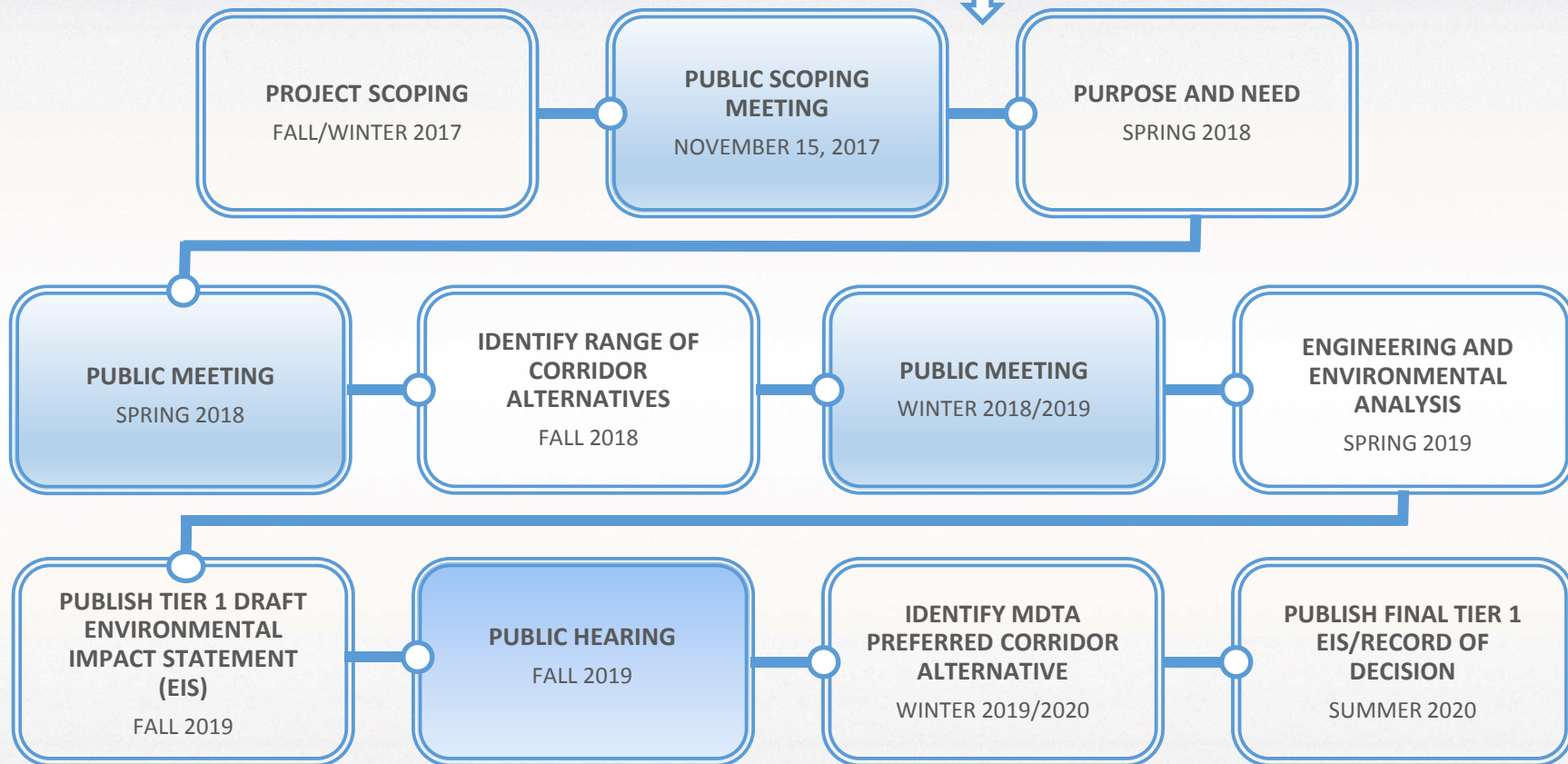
Environmental Studies

- Natural Resources
- Socioeconomic Resources
- Cultural Resources
- Air Quality
- Noise
- Hazardous Materials



Schedule

WE ARE
HERE



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TIER 1 NEPA

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