

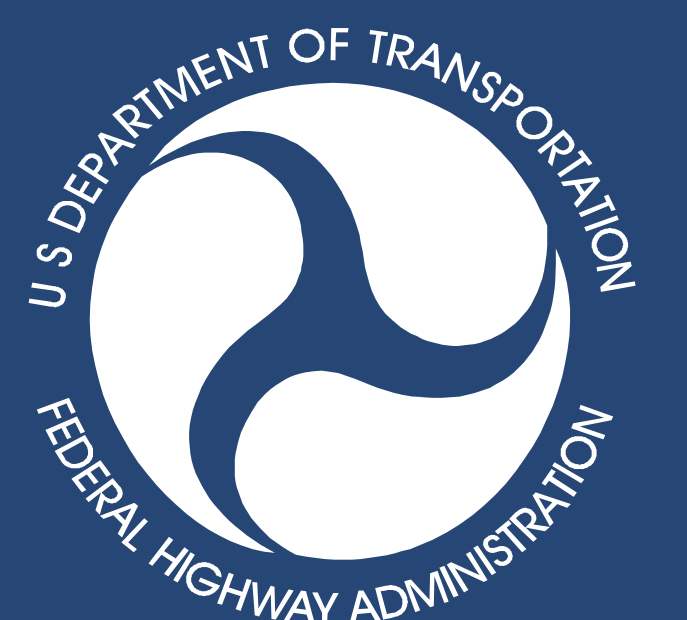
CHESAPEAKE BAY CROSSING STUDY

TIER 2 NEPA

WELCOME TO THE
SEPTEMBER 2022
OPEN HOUSES



Maryland
Transportation
Authority

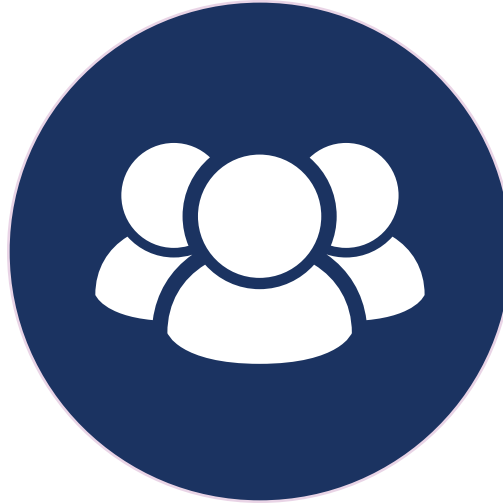


Tier 2 Study is Underway

- The Maryland Transportation Authority (MDTA) completed the Chesapeake Bay Crossing Study: Tier 1 NEPA (Tier 1 Study) in April 2022, when the Federal Highway Administration (FHWA) issued a Final Environmental Impact Statement/Record of Decision (FEIS/ROD).
- The FEIS/ROD identifies Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative.
- In June 2022, the MDTA launched the four- to five-year Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study). This Tier 2 Study will evaluate the environmental and socioeconomic impacts of a range of alternative alignments and transportation issues from the Severn River Bridge in Anne Arundel County to the U.S. 50/U.S. 301 split in Queen Anne's County.
- The range of alternatives includes a No Build alternative and a range of build alternatives including various alignments, crossing types and modal and operational alternatives.



The Purpose of the Open Houses

-  Summarize the Tier 1 Study Results
-  Describe Objectives of the Tier 2 Study
-  Review Next Steps
-  Learn How to Comment

Thank you for attending the September Tier 2 NEPA Open Houses! You can scan the QR code at any time to access the online Comment Form. The QR code also is available at the Comment Tables.



National Environmental Policy Act (NEPA)

- NEPA requires any project receiving federal funding or approval to assess a project's potential impacts to the human environment before taking action.
- The MDTA and the FHWA, in collaboration with the Maryland Department of Transportation State Highway Administration (MDOT SHA), are following a two-tiered NEPA process for the Bay Crossing Study.
- The Tier 1 Study, completed in April 2022, identified Corridor 7 as the best corridor for locating a potential crossing to address congestion at the Bay Bridge. The Tier 1 Study reviewed a range of alternatives based on a variety of factors, such as cost, traffic performance, engineering and an inventory of environmental data.
- The current Tier 2 Study will analyze site-specific alignments within Corridor 7.

TIER 1 NEPA (COMPLETED STUDY)

- Established the project Purpose and Need.
- Evaluated a range of corridor alternatives across the Chesapeake Bay (and a No Build alternative).
- Included Public and Agency involvement and comment.
- Identified a Selected Corridor.

TIER 2 NEPA (CURRENT STUDY)

- Refine the Purpose and Need for a project-level analysis.
- Evaluate a No Build alternative and a range of build alternatives including various alignments, crossing types and modal and operational alternatives.
- Conduct engineering, traffic and environmental analyses.
- Include Public and Agency involvement throughout the Tier 2 Study.
- Identify a Selected Alternative within Corridor 7.
- Identify mitigation measures.

Purpose and Need

The **Purpose** of the Tier 1 Study was to evaluate corridor alternatives for providing additional capacity and access across the Chesapeake Bay to improve mobility, travel reliability and safety at the existing Bay Bridge.

The Tier 1 Study **Needs** included:

- adequate capacity,
- dependable and reliable travel times, and
- flexibility to support maintenance and incident management.

The MDTA also considered:

- financial viability and
- environmental considerations.

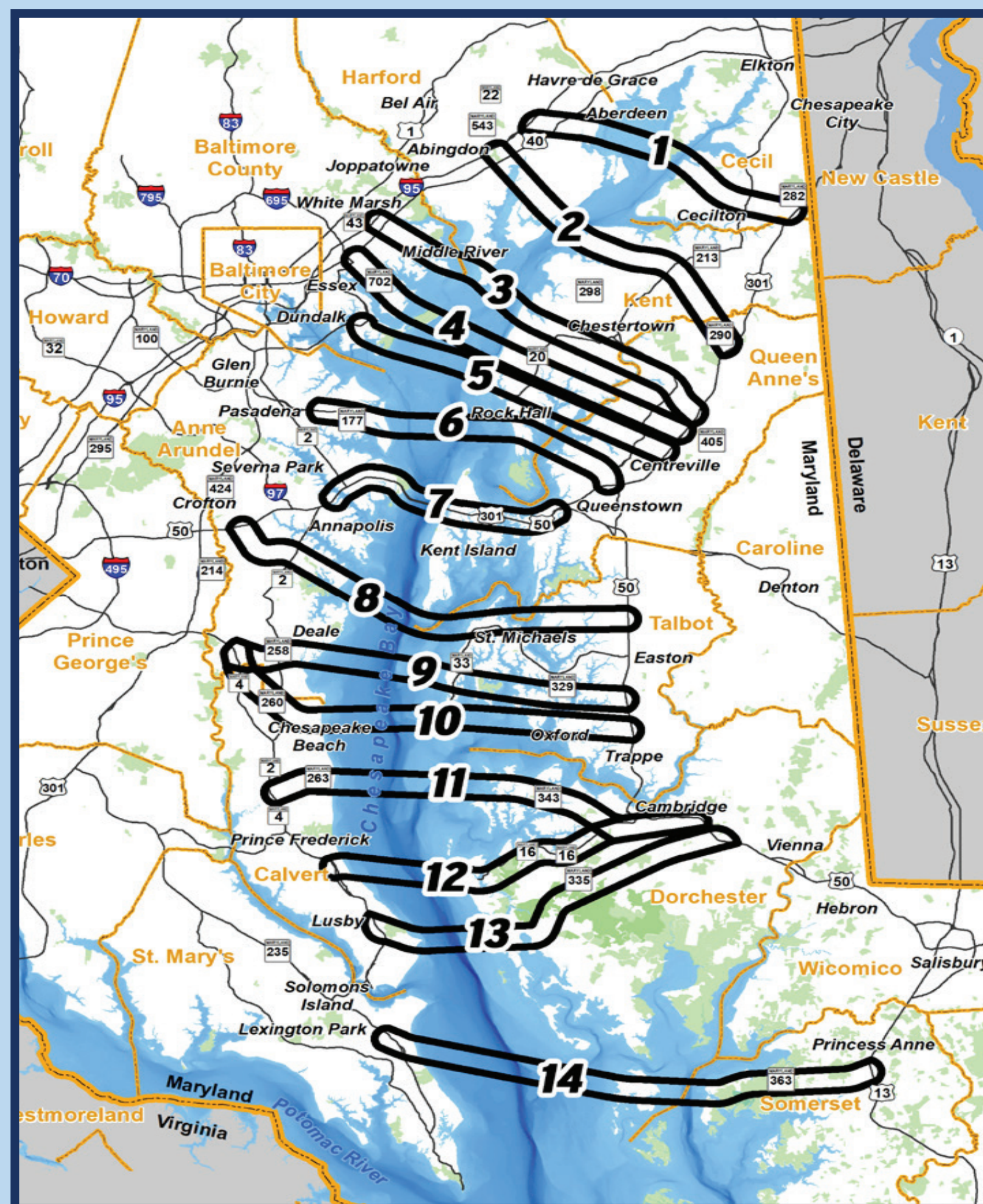
The Tier 2 Study will refine the **PURPOSE AND NEED** to focus on Corridor 7.

What transportation and mobility needs in Corridor 7 would you like evaluated in the Tier 2 Study?

Tier 1 Study - Corridor Alternative Screening Process

STEP 1

14 two-mile-wide Corridor Alternatives were evaluated for their ability to address the Tier 1 Purpose and Need.



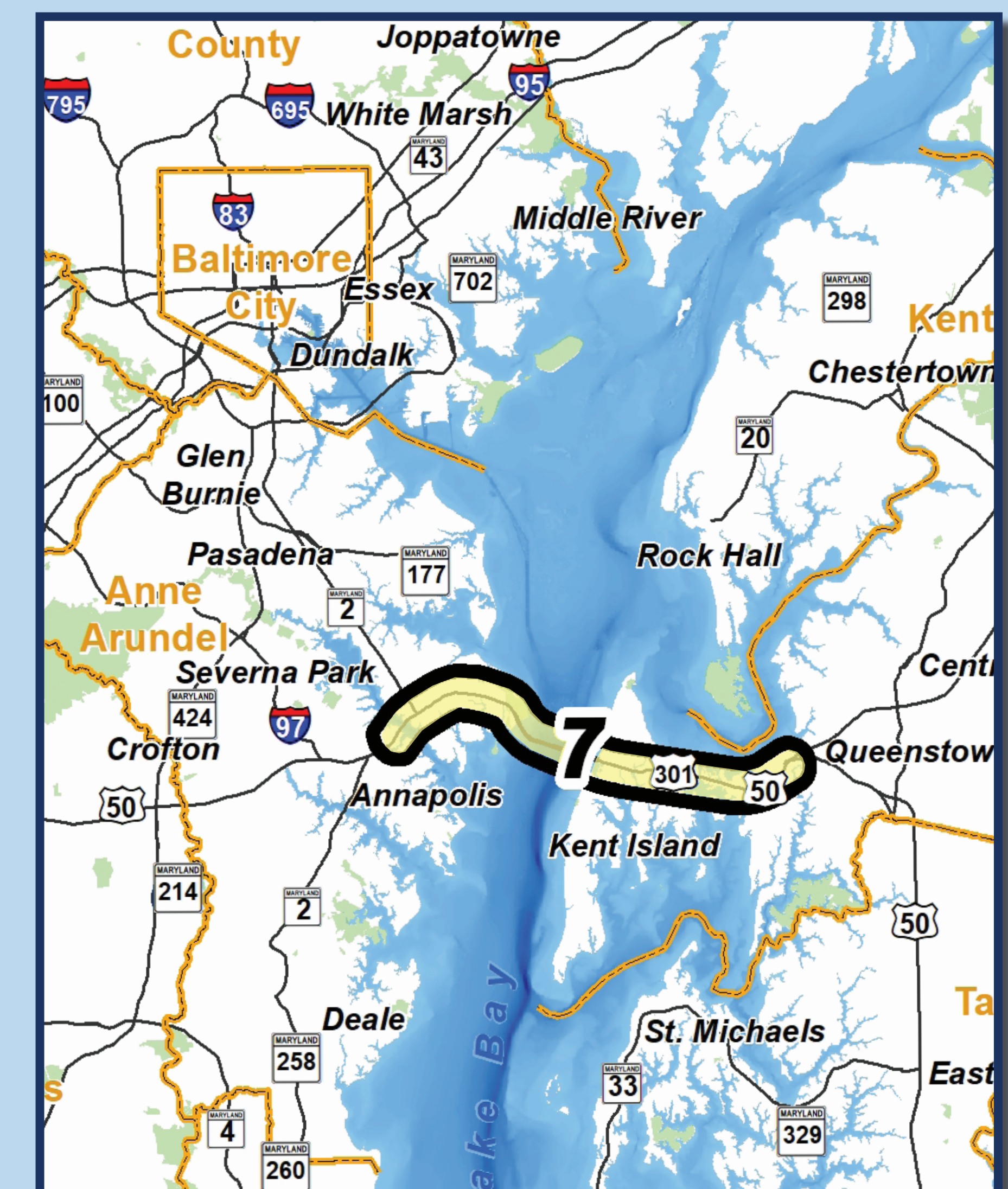
STEP 2

Analysis of traffic, engineering, cost and environmental considerations indicated that Corridors 6, 7 and 8 best met the Tier 1 Purpose and Need.



STEP 3

Corridor 7 was identified as the Selected Corridor Alternative and will be studied in greater detail during the Tier 2 Study.



Historic Traffic at the Bay Bridge

**1952 - First Span
(Two Lanes) Opens**



1.1M Annual Crossings

**1973 - Second Span
(Three Lanes) Opens**



7.3M Annual Crossings

**1989 - One-Way Toll
Collection Begins**

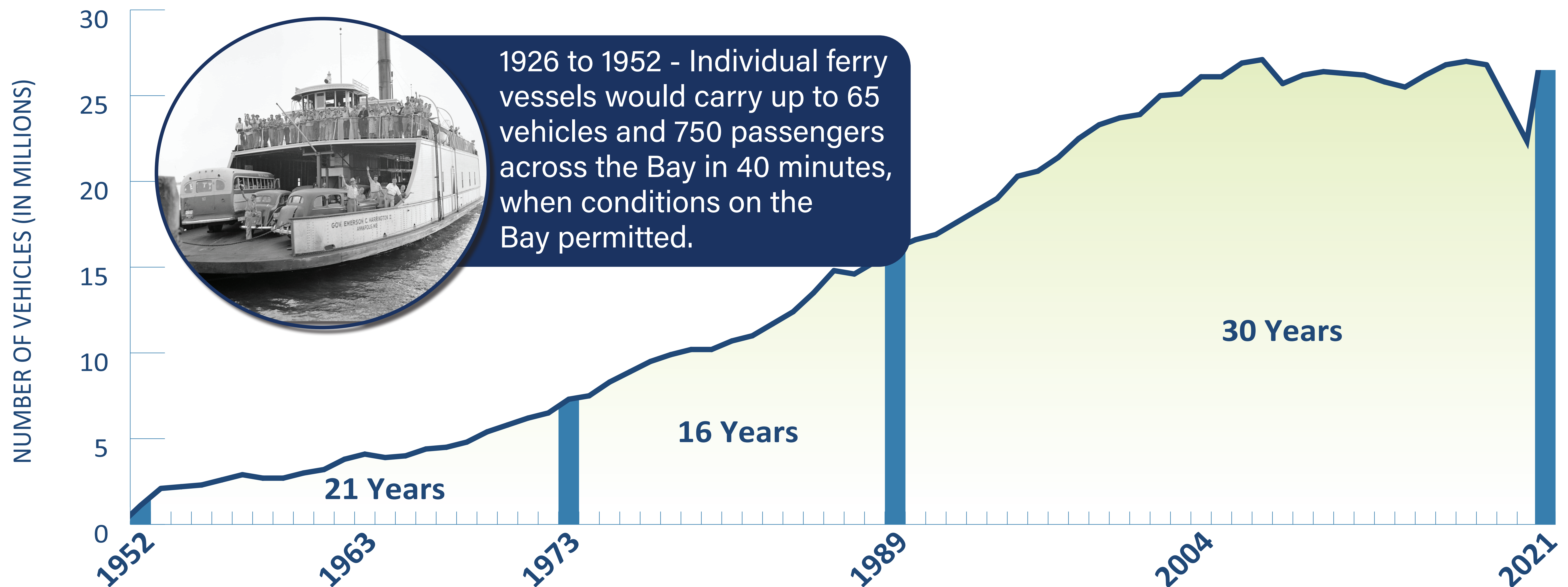


16.1M Annual Crossings

2021

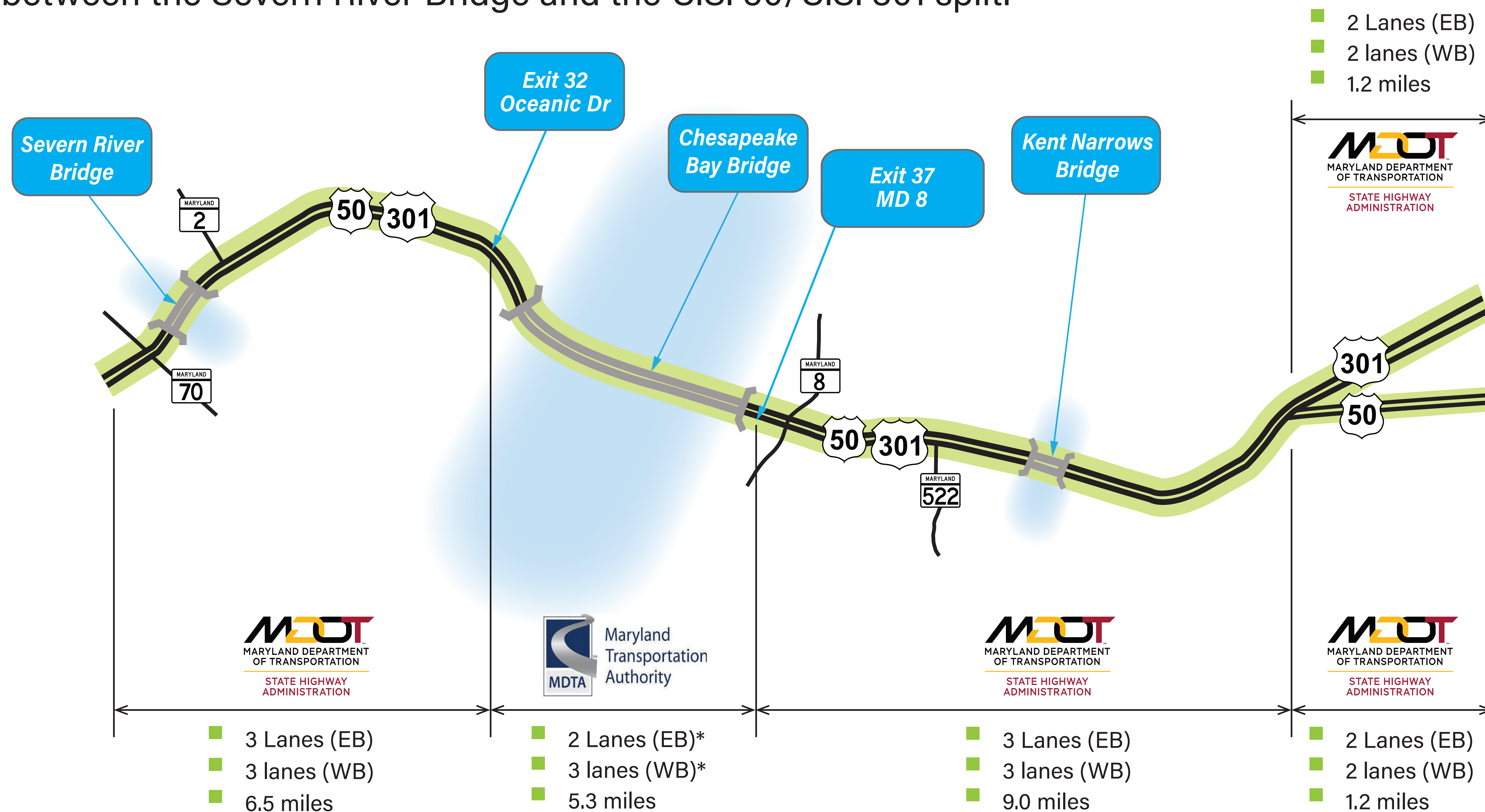


26.6M Annual Crossings



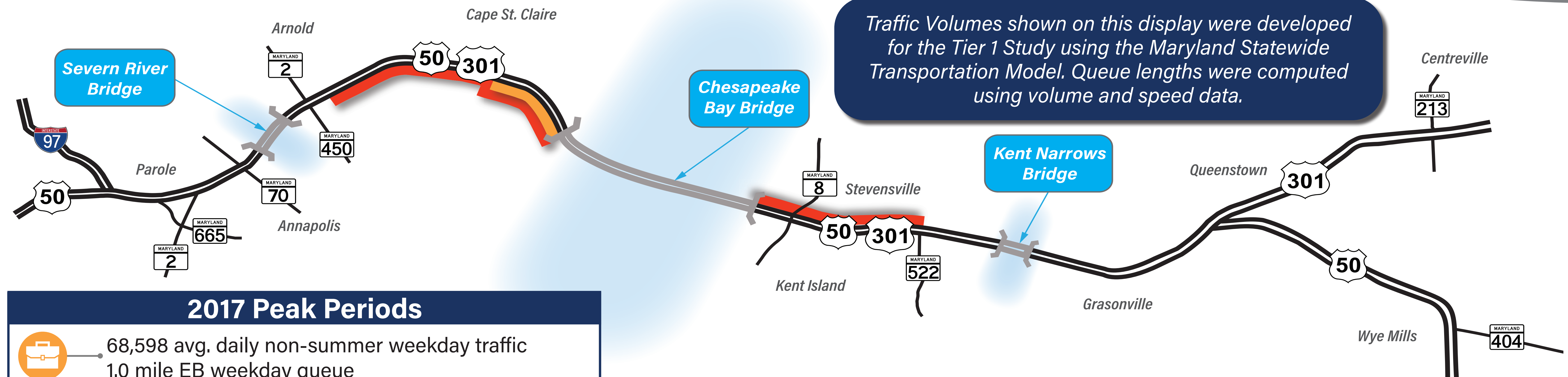
Corridor Lane Configuration

- Throughout Corridor 7, the existing lane configurations along U.S. 50/U.S. 301 vary as shown below.
- The MDTA and MDOT SHA work in collaboration to study transportation mobility in the corridor between the Severn River Bridge and the U.S. 50/U.S. 301 split.



* During peak periods, contraflow operations adjust the eastbound and westbound traffic flow across the bridge.

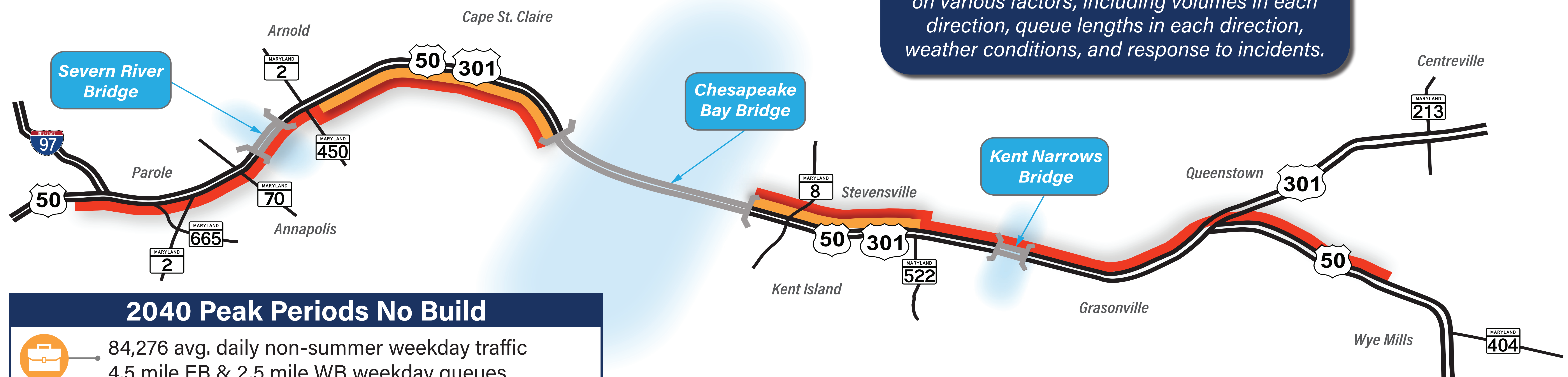
Typical and Forecasted Traffic Delays



2017 Peak Periods

- 68,598 avg. daily non-summer weekday traffic
1.0 mile EB weekday queue
- 118,579 avg. daily summer weekend traffic
4.0 mile EB & 2.5 mile WB summer weekend queues

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.

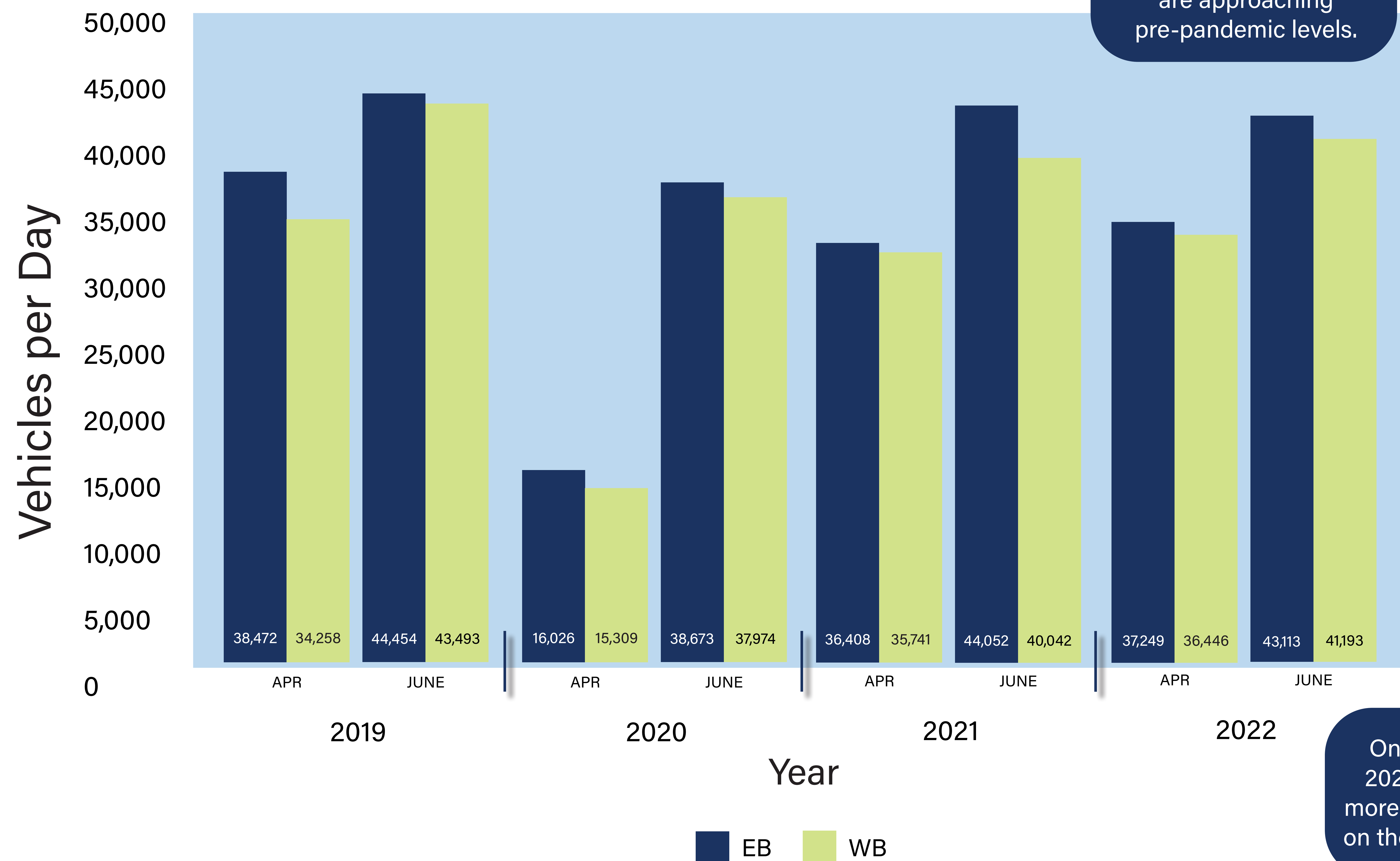


2040 Peak Periods No Build

- 84,276 avg. daily non-summer weekday traffic
4.5 mile EB & 2.5 mile WB weekday queues
- 135,280 avg. daily summer weekend traffic
11.1 mile EB & 13.2 mile WB summer weekend queues

Bay Bridge Traffic and the COVID-19 Pandemic

Average Daily Traffic on Bay Bridge



Environmental Inventory

- These tables identify the community, historic and natural environmental resources within the Corridor, and are not impacts to the resources.
- The Tier 2 Study will evaluate specific transportation alternatives within the Corridor and identify potential environmental impacts. Avoidance and minimization opportunities also will be evaluated.

Environmental baseline data can be viewed on the Open House smart boards or at baycrossingstudy.com.

Community and Historic Resources

Community Facilities Total (count)	70
Residential Land Use (acres)	6,560
Commercial Land Use (acres)	930
Total Section 4(f) Properties* (count)	25
Area of Section 4(f) Properties* (acres)	1,680
Noise-Sensitive Areas (acres)	7,400
Historic Properties (count)	19

* Section 4(f) properties include public parks, recreation areas, historic sites and wildlife or waterfowl refuges

Natural Resources

Open Water (acres)	9,660
Forest Land (acres)	4,500
Forest Interior Dwelling Species (FIDS) Habitat (acres)	6,900
Non-Tidal Wetlands (acres)	1,500
Tidal Wetlands (acres)	10,870
Surface Waters (linear feet)	394,020
100-Year Floodplain (acres)	6,640
Chesapeake Bay Critical Area (acres)	9,810
Sensitive Species Project Review Areas (SSPRAs) (acres)	2,180
Green Infrastructure (acres)	4,480
Essential Fish Habitat (EFH) (acres)	36,650
Submerged Aquatic Vegetation (SAV) (acres)	270
Oyster Resources (acres)	3,460

Detailed Environmental Studies

Environmental Justice



Potential effects to under-served communities, including minority and low-income populations and Limited English Proficiency (LEP) populations.

Natural Resources



Potential effects on natural resources including the Bay, streams, wetlands, water quality, floodplains, threatened and endangered species and wildlife habitat.

Cultural Resources



Continue consultation under Section 106 of the National Historic Preservation Act, including historic properties identification and assessment of effects.

Noise



Potential future noise impacts from transportation improvements; identify possible measures to mitigate noise impacts, when warranted.

Air Quality



Potential air quality impacts on local and regional populations; ensure transportation alternatives are consistent with air quality goals per the Clean Air Act.

Socioeconomic and Land Use



Potential impacts to land use, communities and community facilities, including parks and recreational facilities.

Indirect and Cumulative Effects



Potential foreseeable future impacts to resources such as farm land, residential and business properties, other than from development and local plans.

Hazardous Materials



Potential impacts from known and potential hazardous materials, hazardous waste and contamination.

The MDTA will continue ongoing coordination with previously established consulting parties.

Frequently Heard Concerns

The following concerns were expressed frequently during the Tier 1 Study. The MDTA will consider these and other issues as alternatives in Corridor 7 are evaluated during the Tier 2 Study.



- Congestion affects our communities.



- Consideration of other modal and operational alternatives (e.g. transit and ferries).



- Wait times to cross the existing Bay Bridge caused by congestion, maintenance and incidents.



- Emergency service vehicle mobility during backups.



- Potential environmental impacts.



- Potential induced development on the Eastern Shore.

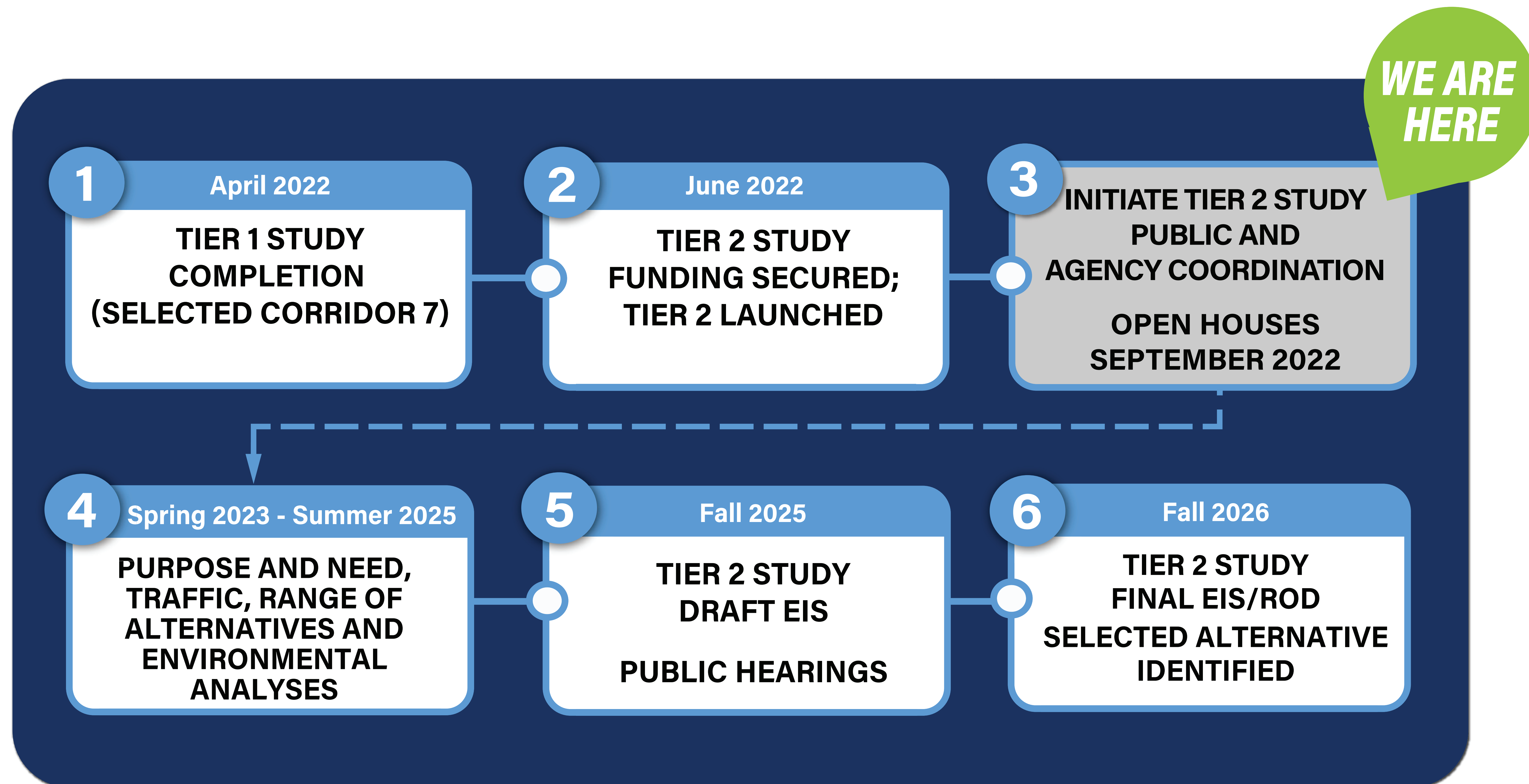


- Potential property acquisitions.



- Citizens' desire to be included in the study.

Tier 2 Study Process*



- Should a Build Alternative be selected, subsequent phases will include engineering, right-of-way acquisition and construction.

*Schedule is preliminary and subject to change.

Have Your Voice Heard!

Thank you for participating in this Open House. Comments received will help shape the Tier 2 Study alternatives and environmental impact assessment within Corridor 7.

How to comment:

- Please submit your comments for this Open House by Friday, October 14, 2022, via mail, email or study website.
- You can access the comment form online at baycrossingstudy.com or by scanning the QR Code.

Visit the Bay Crossing Study website to:

- Sign up for future project notifications,
- Participate in future public involvement opportunities,
- Receive Study updates and news, and
- View Open House boards.



Fill out a comment form:
baycrossingstudy.com



Email comments to:
info@baycrossingstudy.com



Send comments by mail to:
**Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224**



Call:
667-203-5408



Title VI Questionnaire

What is Title VI?

- Title VI of the Civil Rights Act of 1964 provides that no person shall on the ground of race, color, national origin, sex, English proficiency, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity.

Should you need LEP assistance or if you believe the MDTA is not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with:

Ryan Coleman

EEO Title VI Manager

Maryland Transportation Authority

Division of Civil Rights and Fair Practice

2310 Broening Highway

Baltimore, MD 21224

410-537-5660 (Direct) | 410-537-1044 (Fax)

mdtatitlevipublicparticipationsurvey@mdta.maryland.gov

Why is Title VI Important?

- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

Please Fill Out a Survey by Clicking or Scanning the

Link Below. The MDTA strives to involve all groups relevant to its Study in its public involvement activities. Please fill out a Demographic Information Survey to assist the MDTA in planning outreach to communities during the course of the Study.



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Thank you for attending this Open House.
We look forward to hearing from you!



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