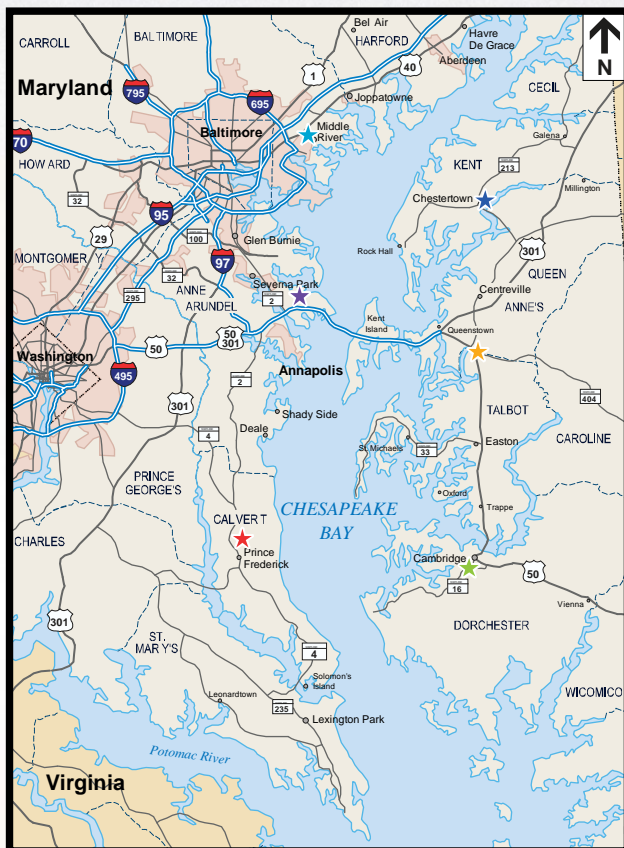


We want to hear from you!

Public input is an important part of the process.



★ **Tuesday, May 8 (6-8 p.m.)**
Calvert High School
600 Dares Beach Rd., Prince Frederick, MD 20678

★ **Wednesday, May 9 (6-8 p.m.)**
Broadneck High School
1265 Green Holly Dr., Arnold, MD 21409

★ **Thursday, May 10 (6-8 p.m.)**
Kent County Middle School
402 E. Campus Ave., Chestertown, MD 21620

★ **Wednesday, May 16 (6-8 p.m.)**
Middle River Middle School
800 Middle River Rd., Middle River, MD 21220

★ **Thursday, May 17 (6-8 p.m.)**
Cambridge-South Dorchester High School
2475 Cambridge Beltway, Cambridge, MD 21613

★ **Tuesday, May 22 (6-8 p.m.)**
Chesapeake College
1000 College Cir., Wye Mills, MD 21679

As part of the Chesapeake Bay Crossing Study: Tier 1 NEPA (Bay Crossing Study), the Maryland Transportation Authority (MDTA) is hosting a series of public meetings to provide all interested parties an update on the project. At the meetings, attendees will have the opportunity to learn about:

- the project's Purpose and Need,
- scoping activities and public comments received to date,
- the environmental review process,
- the alternative corridor development and screening process.

All meeting materials will be available at baycrossingstudy.com. Comments may be provided at the meetings, online or by email/U.S. mail.

CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA

Welcome to the Spring 2018 Public Meeting

This is the second public meeting for this National Environmental Policy Act (NEPA) study, which started in Fall 2017.

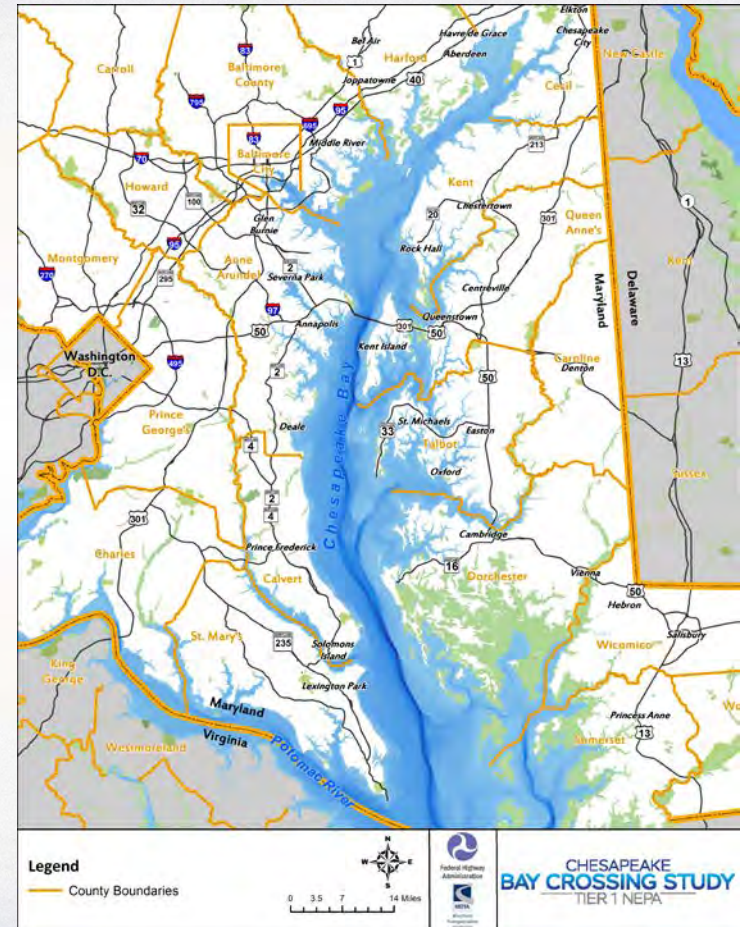
The purpose of this meeting is to learn about:

- The Purpose and Need for the Bay Crossing Study
- Scoping activities and public comments
- The environmental review process
- The corridor development and screening process

Potential corridors have not been developed and will not be presented at this meeting.

Bay Crossing Study

- The Bay Crossing Study is a critical step in addressing existing and future traffic congestion at the William Preston Lane Jr. Memorial (Bay) Bridge.
- The study involves development of a Tier 1 Environmental Impact Statement (EIS) in accordance with NEPA.
- The study encompasses a broad geographic area, spanning nearly 100 miles of the Chesapeake Bay from the northern-most portion in Harford and Cecil counties to the southern border with Virginia between St. Mary's and Somerset counties.



Environmental Process

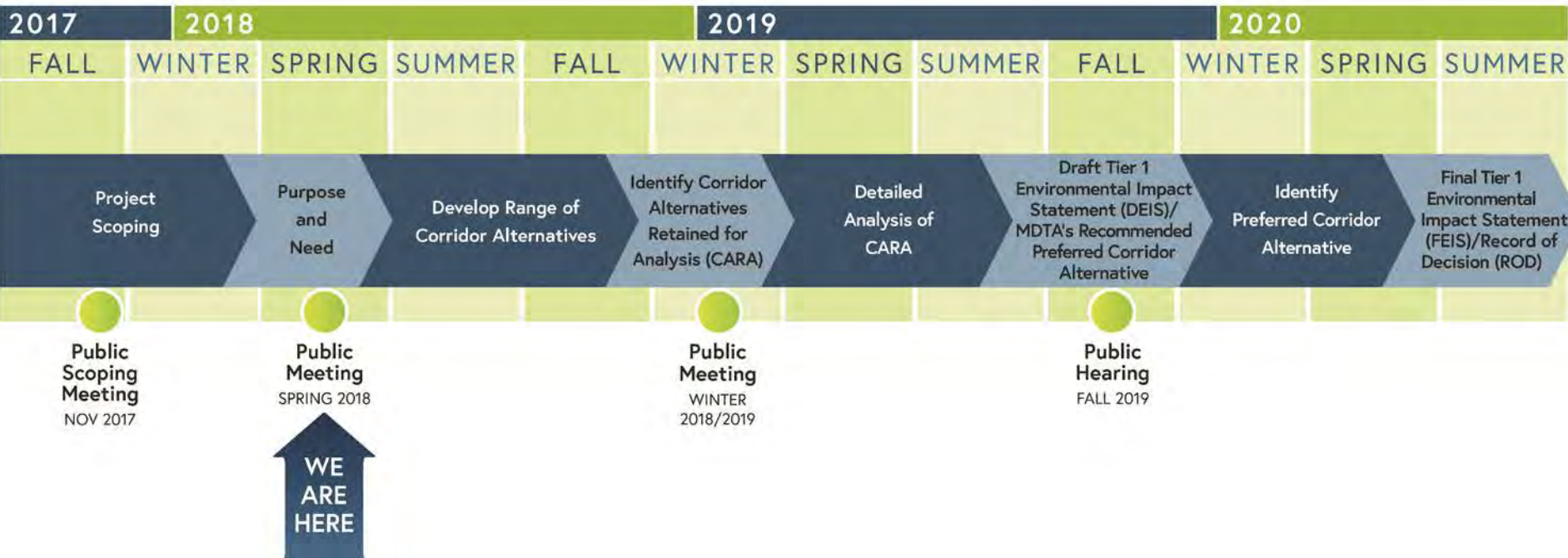
The National Environmental Policy Act (NEPA) is Federal legislation that applies to projects receiving federal funding or approval. NEPA requires consideration of a reasonable range of alternatives and ensures that environmental agencies and the public are informed and involved in the consideration of environmental impacts. The MDTA and Federal Highway Administration (FHWA) are following a tiered NEPA process.



Tier 1 (current study)	Tier 2 (future study)
Establish Purpose and Need	Refine Purpose and Need
Evaluate two-mile wide corridors across the Bay (using broad-scale engineering and environmental information)	Identify alignments within the Preferred Corridor Alternative identified in Tier 1 Include more detailed engineering of alternatives and specific assessment of potential environmental impacts
Include public involvement and comment	Include public involvement and comment
Identify Preferred Corridor Alternative	Select a Preferred Alignment within corridor
Prepare Tier 1 EIS	Prepare Tier 2 EIS

Tier 1 includes a broad-scale review of engineering and environmental issues to narrow the scope of this complex project prior to more detailed analyses in Tier 2.

Schedule



Project Scoping

Scoping is the first step in the NEPA process. It provides opportunities for early public and agency input on the range of issues to be addressed during the study.

The Bay Crossing Study scoping included:

- Initial coordination meetings with local, State and federal agencies
- Online public meeting available for at-home viewing with six in-person viewing locations on November 15, 2017
- More than 400 public comments during the scoping comment period from October 11 to December 15, 2017



★ Scoping meeting in-person viewing locations

The Scoping Meeting video, public comments received and Scoping Report are available on the project website at baycrossingstudy.com.

Public Scoping Comments

The MDTA received more than 400 comments during the scoping period. Many people commented on more than one topic. Comments have been categorized into 12 general topic areas.

TOPIC AREA	NUMBER OF COMMENTS in TOPIC AREA
Support or Oppose Corridor or Alignment	302
Environmental Issues	112
Traffic and Infrastructure	99
Other Alternatives	99
Other Miscellaneous Comments	56
Business and Economics	46
Study Process and Cost	46
General Opposition	43
Tunnel or Double-Deck Bridge	21
General Support	16
Requests for Information	13
Bicycle and Pedestrian	6

Common Scoping Questions

Some of the more frequently asked scoping questions are listed below. To view the full Scoping Report, please visit baycrossingstudy.com.

Question	Response
Why do we need a new study? Why are we spending so much on another study when other studies were already completed?	Development of an Environmental Impact Statement (EIS) in accordance with NEPA is required for projects of this scale that need federal approvals or receive federal funding. Information from previous studies will be considered, updated and used as appropriate.
Have you thought about the impact on local roads feeding into a new crossing?	Yes. Potential impacts to the larger roadway network that would connect to a potential new crossing will be considered in the Tier 1 EIS.
Will provisions for bicycles or pedestrians be considered?	Yes. Bicycle and pedestrian access will be considered as the study moves forward.
Will the MDTA consider other methods to cross the Chesapeake Bay or other strategies to make traffic move more efficiently (i.e. ferry service, transit, different toll collection scenarios)?	Yes. Other alternatives aside from a new roadway crossing such as ferry service, transit and different toll collection scenarios will be considered to determine whether they are able to meet the study's purpose. They may also be incorporated as a component of crossing alternatives.
Will the MDTA consider if a new bridge could bring new development and how that development could impact the environment and our communities?	Yes. The Tier 1 EIS will include a high-level evaluation of potential environmental impacts in order to facilitate a comparison of the corridor alternatives. This will include a range of environmental and community effects as well as the potential for indirect and cumulative effects.

Purpose and Need

One of the most important early steps in the NEPA process is to define the purpose (overall objective) of the study and the needs (specific transportation problems). Alternatives will be assessed as to how well they address the needs.

Purpose of Study:

To consider multiple corridors for providing additional traffic capacity and access across the Chesapeake Bay to improve mobility, travel reliability and safety at the existing Bay Bridge.



Purpose and Need

The study will address the following needs:

- Adequate capacity - The ability of a new crossing to address travel demand at the existing Bay Bridge.
- Dependable and reliable travel times - The ability to provide dependable options for crossing the Bay with reliable operating speeds and travel times.
- Flexibility to accommodate future maintenance and rehabilitation – The ability to support maintenance and incident management in a safe manner by providing flexible options for travel.



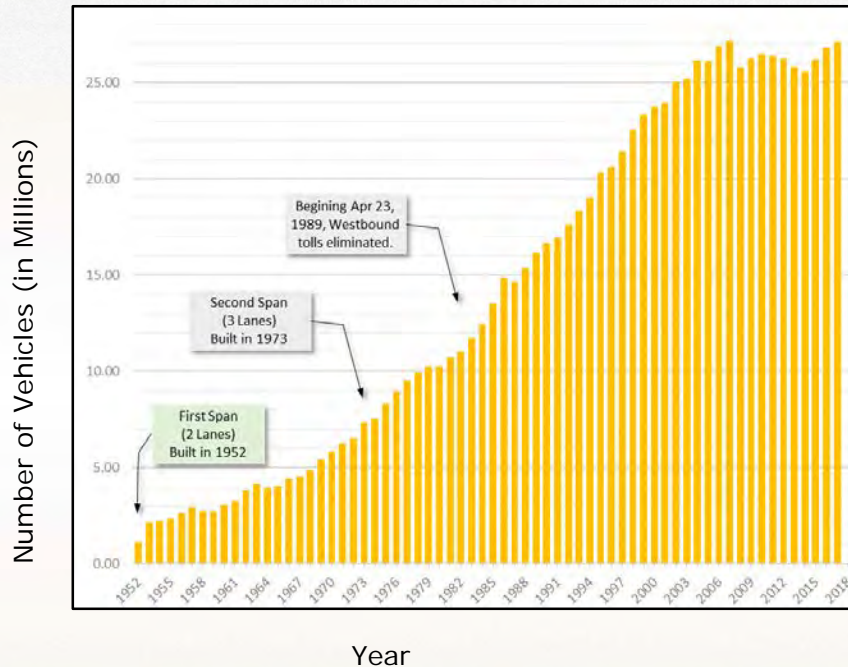
And will take into consideration:

- Financial viability – Ability to pay for construction, operation and maintenance of any preferred crossing option.
- Environmental responsibility – Taking into account the sensitivity of the Bay and surrounding areas, including existing environmental conditions and the potential for adverse impacts to the Bay and the important natural, recreational, socio-economic and cultural resources it supports.

Traffic Volumes

More than 27 million vehicles crossed the Bay Bridge in 2017, a 325% increase since the second span opened in 1974.

Annual Chesapeake Bay Bridge Crossing Volumes



Daily Trips across the Bay Bridge
(vehicles per day)

	2017	2040 Estimated No-Build	Percent Change (%)
Average Weekday	68,598	84,276	22.9
Summer Weekend Day	118,579	135,280	14.1

Note: Based on Maryland Statewide Travel Demand Model.

- In 2017 the Bay Bridge carried 72% more traffic on summer weekend days (118,579) than on weekdays (68,598)
- Drop in annual volumes in 2008 reflective of downturn in economy, but traffic volumes have rebounded and are growing again
- Annual traffic volumes expected to grow through 2040

Travel Reliability

Level of Service (LOS) is used to describe how traffic is flowing on a scale of A to F (with A as the best and F as the worst).

- On an average weekday, while traffic is not always free-flowing, travel times tend to be reliable. For example, during rush hour, motorists can anticipate and adequately plan for longer travel times.
- On summer weekends, traffic flows are at failing levels for extended timeframes and travel times are extremely unreliable. This results in varying travel times and driver frustration.

**Eastbound
Level of Service**

Time	2017		2040 No-Build	
	Average Weekday	Summer Weekend	Average Weekday	Summer Weekend
	EB	EB	EB	EB
12-1AM	A	A	A	A
1-2AM	A	A	A	A
2-3AM	A	A	A	A
3-4AM	A	A	A	A
4-5AM	A	A	A	A
5-6AM	A	B	B	B
6-7AM	C	C	C	D
7-8AM	C	D	D	D
8-9AM	C	C	D	D
9-10AM	C	D	D	E
10-11AM	D	E	C	F
11AM-12PM	D	E	C	F
12-1PM	D	E	C	F
1-2PM	D	E	D	F
2-3PM	D	E	E	F
3-4PM	E	E	F	F
4-5PM	E	F	F	F
5-6PM	E	E	F	F
6-7PM	D	E	E	F
7-8PM	C	E	D	F
8-9PM	C	D	D	E
9-10PM	C	C	C	D
10-11PM	B	D	B	D
11PM-12AM	A	B	B	C

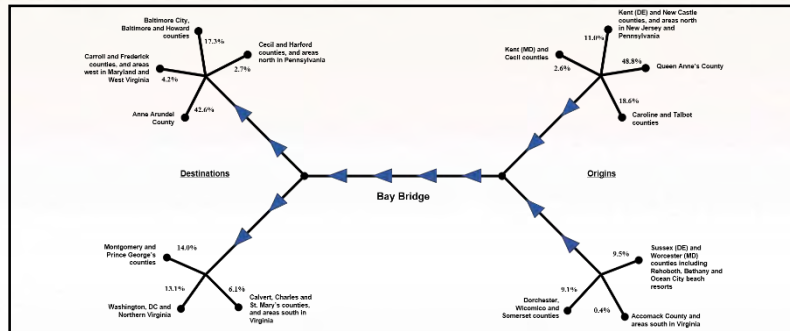
**Westbound
Level of Service**

Time	2017		2040 No-Build	
	Average Weekday	Summer Weekend	Average Weekday	Summer Weekend
	WB	WB	WB	WB
12-1AM	A	A	A	A
1-2AM	A	A	A	A
2-3AM	A	A	A	A
3-4AM	A	A	A	A
4-5AM	B	A	B	A
5-6AM	C	A	D	A
6-7AM	D	A	E	A
7-8AM	D	A	F	A
8-9AM	D	B	D	B
9-10AM	C	C	D	C
10-11AM	B	D	D	D
11AM-12PM	B	D	D	D
12-1PM	B	E	D	E
1-2PM	B	E	D	E
2-3PM	C	D	D	E
3-4PM	C	E	D	E
4-5PM	C	E	D	F
5-6PM	C	E	D	F
6-7PM	C	E	C	E
7-8PM	B	E	B	F
8-9PM	A	E	A	F
9-10PM	A	E	A	F
10-11PM	A	D	A	D
11PM-12AM	A	B	A	B

Where are people coming from and going to?

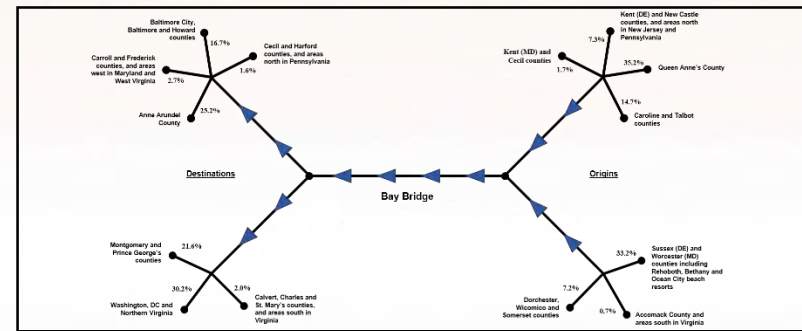
The figures below show the origins and destinations of weekday non-summer and weekend summer trips to depict typical travel patterns across the Bay Bridge.

Non-Summer Weekday
Eastern Shore to Western Shore
2017 Average Daily Westbound Non-Summer Weekday Traffic



Westbound Non-Summer Weekday Traffic is shown above to demonstrate the typical non-summer origin-destination patterns.

Summer Weekend
Eastern Shore to Western Shore
2017 Average Daily Westbound Summer Sunday Traffic



Westbound Summer Sunday Traffic is shown above to demonstrate the greatest differences between Non-Summer Weekday Traffic and Summer Weekend Traffic.

- On both non-summer weekdays and summer weekends, Anne Arundel and Queen Anne's counties are the largest sources of trips on the Bay Bridge.
- Trips on summer weekends tend to cover greater distances than trips on non-summer weekdays.
- The Upper Eastern Shore and points beyond contribute a greater percentage of trips on the Bay Bridge than the Lower Eastern Shore and points beyond on both non-summer weekdays and summer weekends. However, the percentages are more closely balanced on weekends than on weekdays.
- Approximately 20% – 25% of trips on the Bay Bridge are to/from areas north and west of Anne Arundel County, with a slightly greater percentage occurring on weekdays than weekends.

Note: Information shown on the maps was obtained from data collected from anonymous users' mobile devices as they pass through the transportation system. The traffic information presented is based on preliminary data and therefore subject to change. For instance, the data provides that a "trip" ends when a vehicle remains stopped for 5 minutes. Accordingly, some actual trips may be longer than shown.

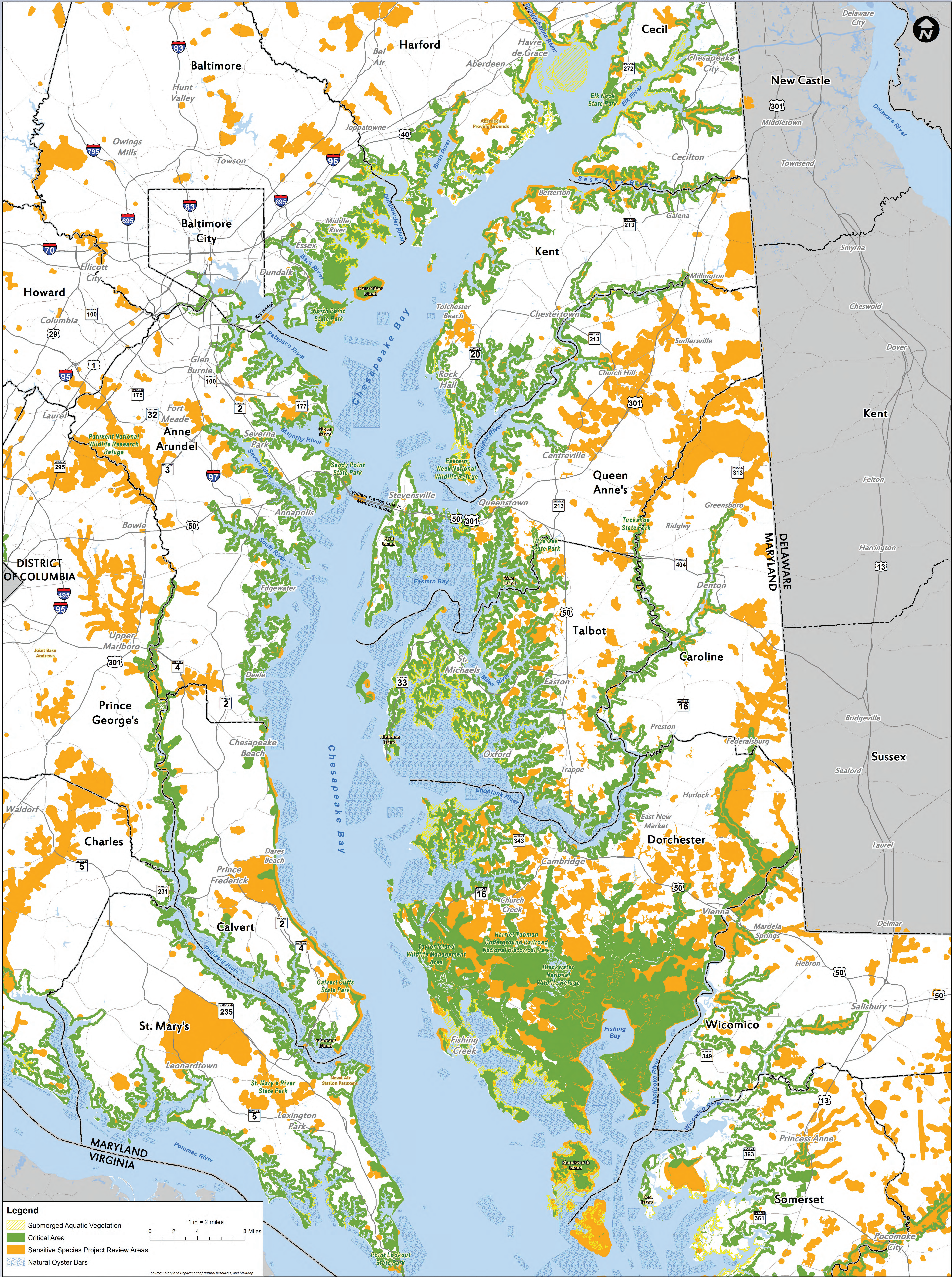
Natural Resources

Tier 1 will include an evaluation of corridors based on a comprehensive inventory of natural resources information, using available digital mapping to compare potential impacts.

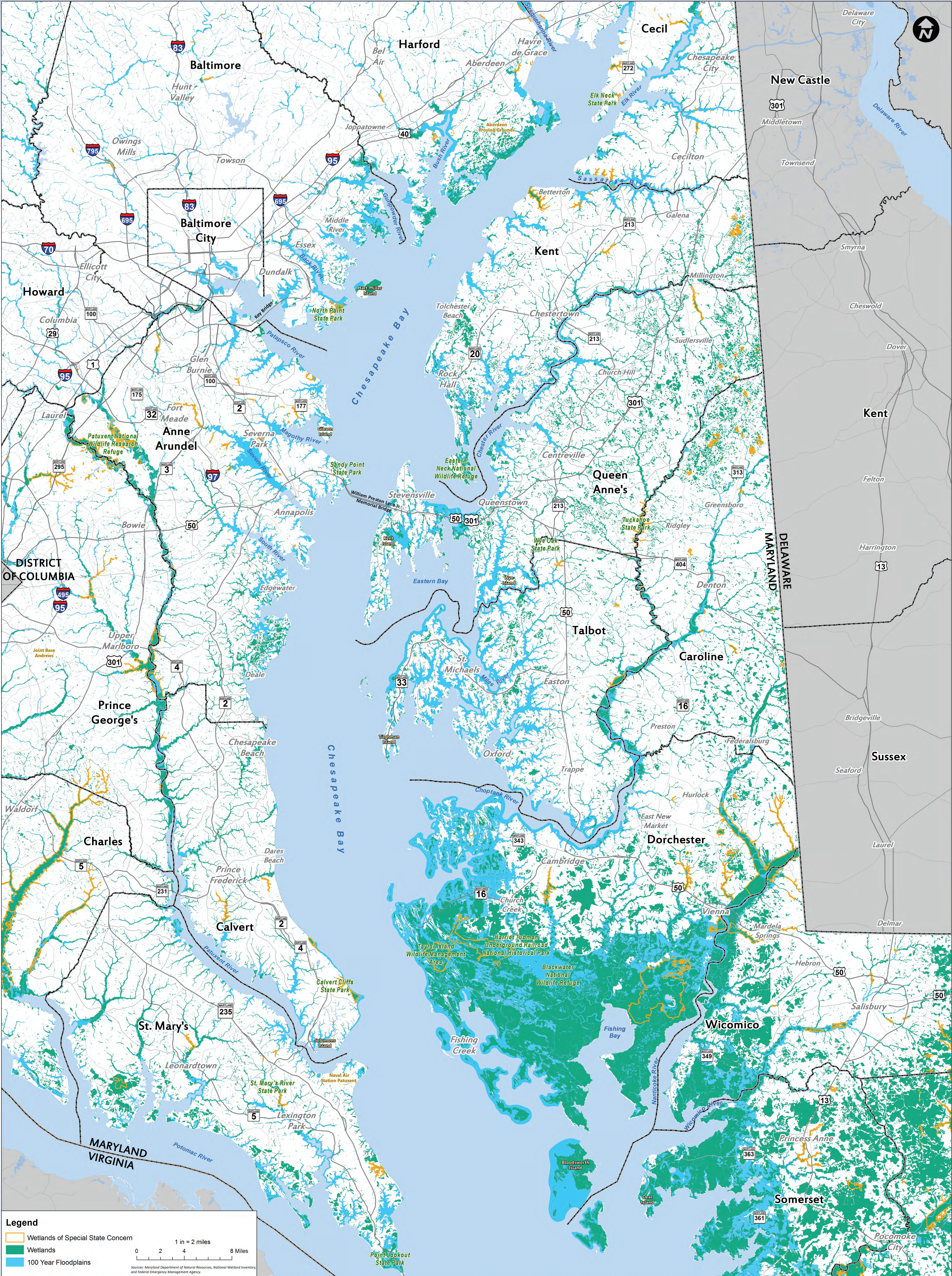
Resources such as wetlands, waterways, wildlife habitats, aquatic vegetation, Maryland Critical Areas, Wetlands of Special State Concern, oyster habitat, floodplains, and rare, threatened and endangered species will be considered.



Natural Resources



Natural Resources



Land Use

Among other information, the latest available statewide land use mapping from the Maryland Department of Planning (MDP) will be used to identify existing land uses as part of Tier 1. Potential impacts to residential, commercial, prime farmland and other land uses will be considered. An assessment of the potential for land use changes and development pressure will also be completed.



CHESAPEAKE BAY CROSSING STUDY — TIER 1 NEPA —



Socioeconomics

The latest U.S. Census data will be used to map and evaluate demographic data during Tier 1, such as population, housing and employment. The NEPA study will also include an evaluation of communities, community facilities and economics. Community facilities such as schools, emergency services, libraries and places of worship will be identified based on available information.

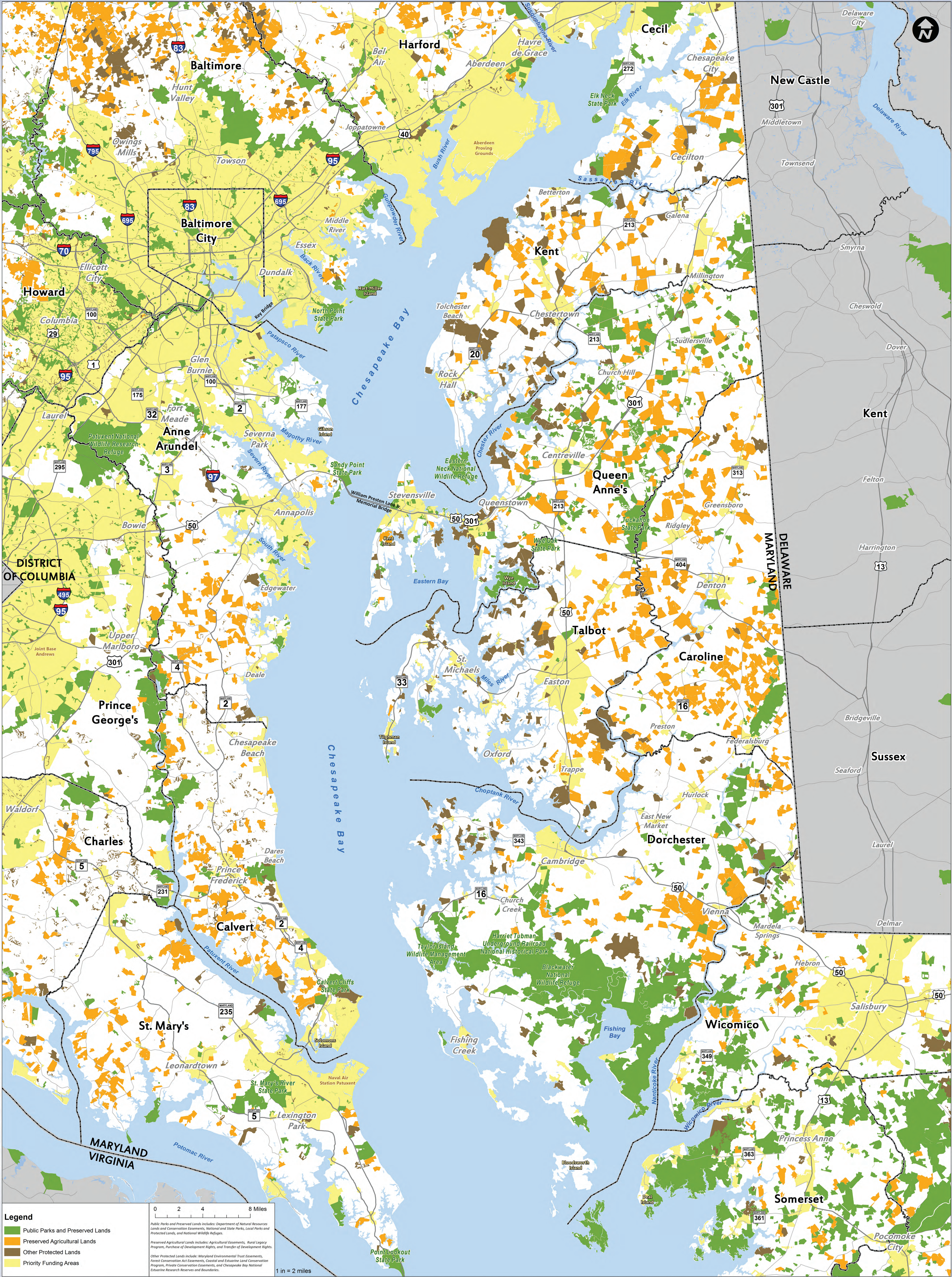
U.S. Census American Community Survey data will be used to identify low-income and minority populations. The study will include consideration of the potential for disproportionate adverse effects to these populations pursuant to Environmental Justice guidelines.



Preserved Lands and Priority Funding Areas

CHESAPEAKE
BAY CROSSING STUDY

TIER 1 NEPA



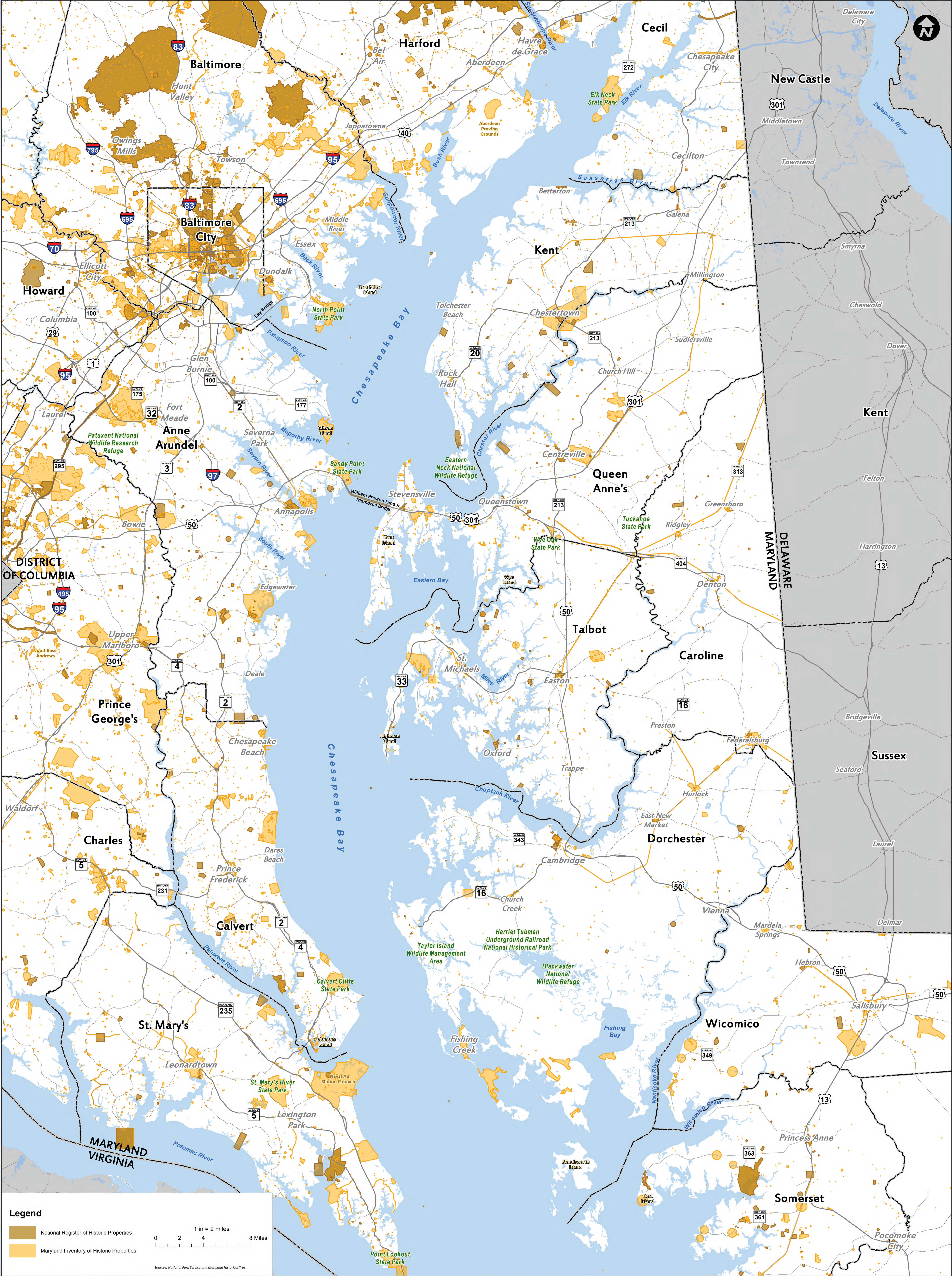
Cultural Resources

Tier 1 will include consultation pursuant to Section 106 of the National Historic Preservation Act. Information maintained by the Maryland Historical Trust (MHT) will be used to identify cultural resources. Digital map data will be used to develop an inventory of known historic properties and archeological resources, and consider other areas where cultural resources may be present.

Your input is important to help us to identify and understand the cultural resources that are important to you and your community. Please speak to a Study Team Member if you represent a group or interest that would like to request to be a “consulting party” during the Section 106 review process.



Cultural Resources



Air Quality and Noise

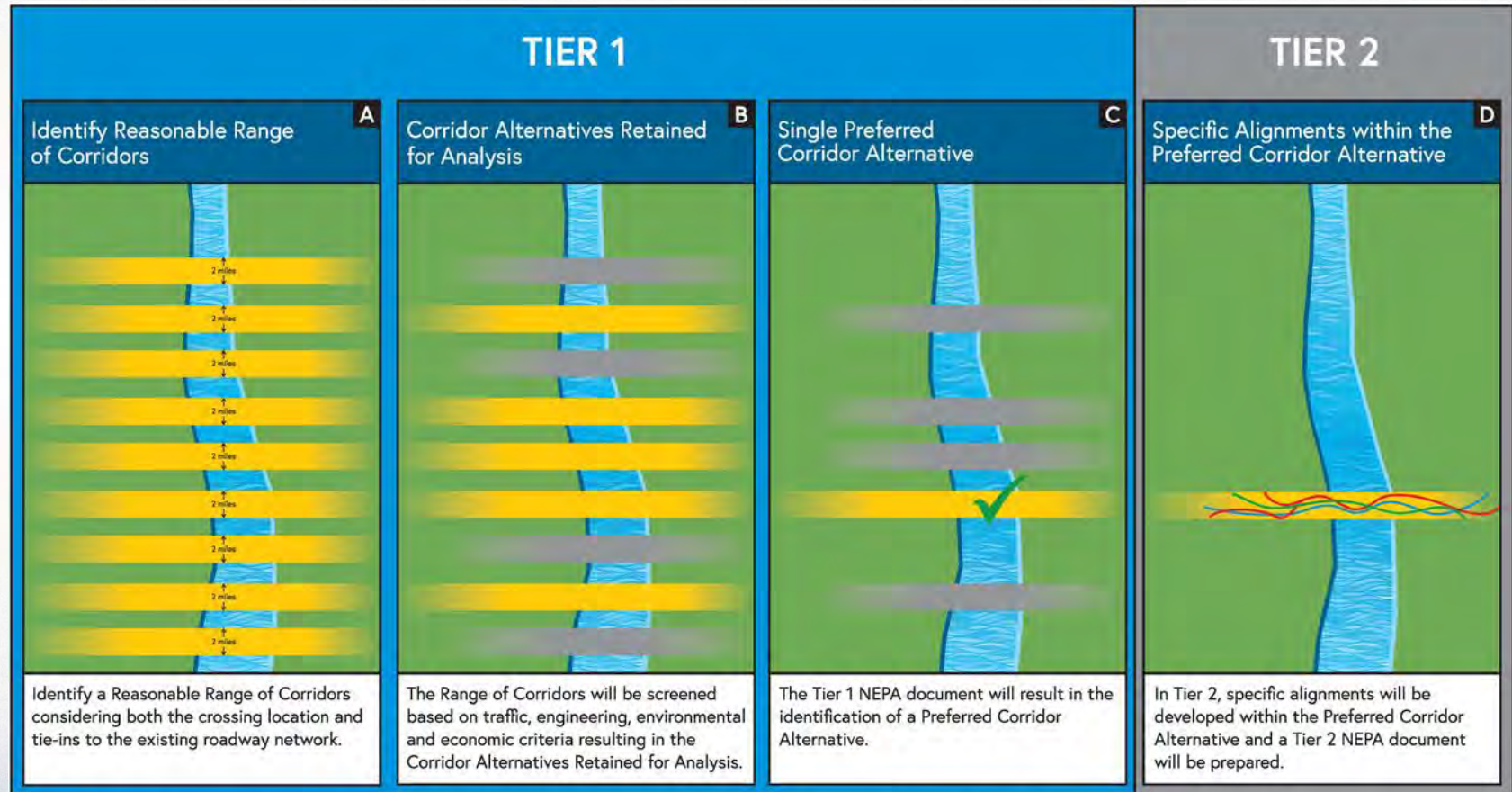
The Tier 1 air quality analysis will involve evaluation of existing conditions and conformity with National Ambient Air Quality Standards (NAAQS) under the Clean Air Act. Pollutants considered include carbon monoxide (CO), Nitrous Oxides (Nox) and Sulfur Dioxide (SO₂).

Among other information, Statewide land use information from the Maryland Department of Planning (MDP) will be used to identify and map potential noise-sensitive areas, such as residences and schools, to compare potential impacts of the corridor alternatives retained for analysis (CARA).



Corridor Development Process

The Tier 1 corridor development process will use a broad scope and analysis to narrow a reasonable range of corridors and identify a Preferred Corridor Alternative. In Tier 2, specific alignments and other options will be developed within the Preferred Corridor Alternative identified in Tier 1, and a Tier 2 NEPA document will be prepared. The No-Build option will be retained through all phases as a baseline alternative.



Note: Images are for illustrative purposes only and do not reflect the actual range of corridors to be developed.

Screening the Corridors

The MDTA and FHWA will follow a process using screening criteria to examine a reasonable range of corridors and identify the Corridor Alternatives Retained for Analysis.

Screening criteria are developed based on a number of factors including:

- The ability of the corridor to meet the Purpose and Need
- Engineering feasibility
- Potential environmental impacts
- Financial viability
- Input from agencies and the public

The screening criteria allow the MDTA and FHWA to screen out corridors that do not meet the purpose and need and weigh the relative merits or disadvantages of various corridors. For example, if there are two corridors that serve the same communities and have similar traffic performance and operations, but the screening criteria show a greater potential impact to the environment or the local community from one corridor, that corridor may be eliminated.

Establishing screening criteria is an important part of the process, and we welcome your comments!



Screening the Corridors

The following preliminary criteria will be considered in identifying the Corridor Alternatives Retained for Analysis:

- Traffic

- Level to which the corridor would improve traffic conditions at existing bridge
- System Redundancy – How well the corridor would support diversions during maintenance activities on the existing bridge or in case of emergency.

- Engineering

- Geometric Feasibility
- Length of crossing and width/depth of the Bay's channel
- Length of on-land infrastructure improvements

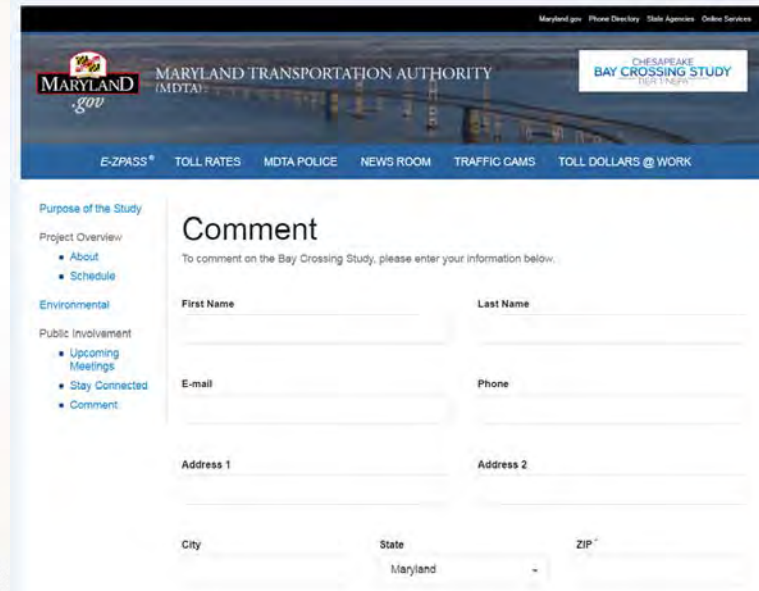
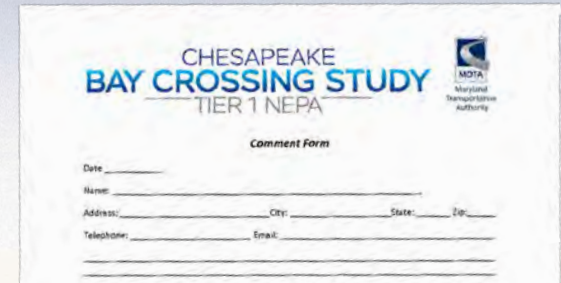
- Environmental and Economic

- Proximity to environmental resources and sensitive land
- How the corridor could influence land use



We Want To Hear From You!

- Fill out a comment card at this meeting
 - or -
- Visit the website at baycrossingstudy.com
 - or -
- Email your comments to info@baycrossingstudy.com



Comments are vital to the success of the study and will be taken into consideration throughout the study.

Public comments will be posted on the project website. The MDTA will attempt to remove personal information such as names, addresses, phone numbers and email addresses.