Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

FINAL SECTION 4(f) EVALUATION

APPENDIX B
OFFICIALS WITH JURISDICTION COORDINATION



Maryland Transportation Authority

October 2026

Maryland Transportation Authority
MDTA

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris
Frank S. Waesche III

Bruce Gartner, Executive Director

May 26, 2026

Jessica Leys
Director of Recreation and Parks
Anne Arundel County
Department of Recreation and Parks
1 Harry S Truman Parkway
Annapolis, MD 21401

via email to: rpleys00@aacounty.org

Dear Director Leys:

The Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) appreciate your participation in the Chesapeake Bay Crossing Study Tier 2 Environmental Impact Statement (Tier 2 Study). The purpose of this letter is to inform Anne Arundel County Department of Recreation and Parks of FHWA's intent to make a *de minimis* impact determination for the Tier 2 Study. In accordance with 23 CFR 774, the MDTA requests your concurrence with our determination that the impacts of the Tier 2 Study Preferred Alternative on Broadneck Peninsula Trail, which is owned and managed by Anne Arundel County Department of Recreation and Parks, are minor and would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966.

As part of the Tier 2 Study, the MDTA and FHWA are conducting a Section 4(f) evaluation for potential impacts to publicly owned parks, recreation areas, wildlife/waterfowl refuges and public or privately-owned historic sites. Section 4(f) of the USDOT Act of 1966 prohibits USDOT agencies, such as FHWA, from using land from these resources unless there is no feasible and prudent alternative to the use of that land, and all possible planning to minimize harm to the property has been included.

An impact to a significant public park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if the transportation use of the Section 4(f) property, including incorporation of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f) (23 CFR 774.17).

In accordance with 23 CFR 774.5(b), the public should be afforded an opportunity to review and comment on the effects on the protected activities, features, or attributes of the Section

4(f) property(s). Moreover, the official(s) with jurisdiction over the Section 4(f) property(s), after being informed of the public comments and FHWA's intent to make a *de minimis* impact finding, must concur in writing that the project will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). For the Tier 2 Study, the opportunity for the public to review and comment on the effects on the protected activities, features, or attributes of the Section 4(f) property(s) was provided during the Draft Environmental Impact Statement (EIS) comment period from January 23 to March 9, 2026. No public comments were received regarding impacts on the Broadneck Peninsula Trail during the Draft EIS public comment period.

Section 4(f) Use of Broadneck Peninsula Trail

Based on the Tier 2 Study Preferred Alternative limits of disturbance (LOD), roadway improvements, including widening, will impact approximately 3,140 linear feet of the Broadneck Peninsula Trail within the existing right-of way along East College Parkway (**Figure 1**).

Access to and general connectivity of the trail will be maintained during construction; however, the trail may need to be detoured or briefly closed during certain construction periods. Appropriate safety measures and signage will be implemented as needed. Any potential access issues, detours, and notification to trail users will be coordinated in advance with Anne Arundel County Department of Recreation and Parks.

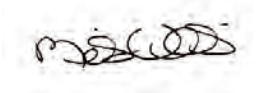
The MDTA and its contractors will obtain all necessary easements and permits prior to commencing any construction activities within Anne Arundel County Department of Recreation and Parks' property. After construction, the trail will be restored to maintain trail continuity through the project area.

Conclusions

Based on this information, the MDTA believes the proposed use of Broadneck Peninsula Trail will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

If you agree with this determination, please indicate your approval on the following page no later than June 9, 2026. If you require additional information or have comments, please contact me by phone at 410-537-5650 or email at mwilliams9@mdta.state.md.us.

Sincerely,



Melissa Williams
Director, Office of Planning and Program Development
Maryland Transportation Authority

CONCURRENCE

We agree that the proposed impacts to Broadneck Peninsula Trail will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

Deputy Director, DRP Anne Arundel County	Erica J. MATTHEWS Printed Name	06/04/26 Date

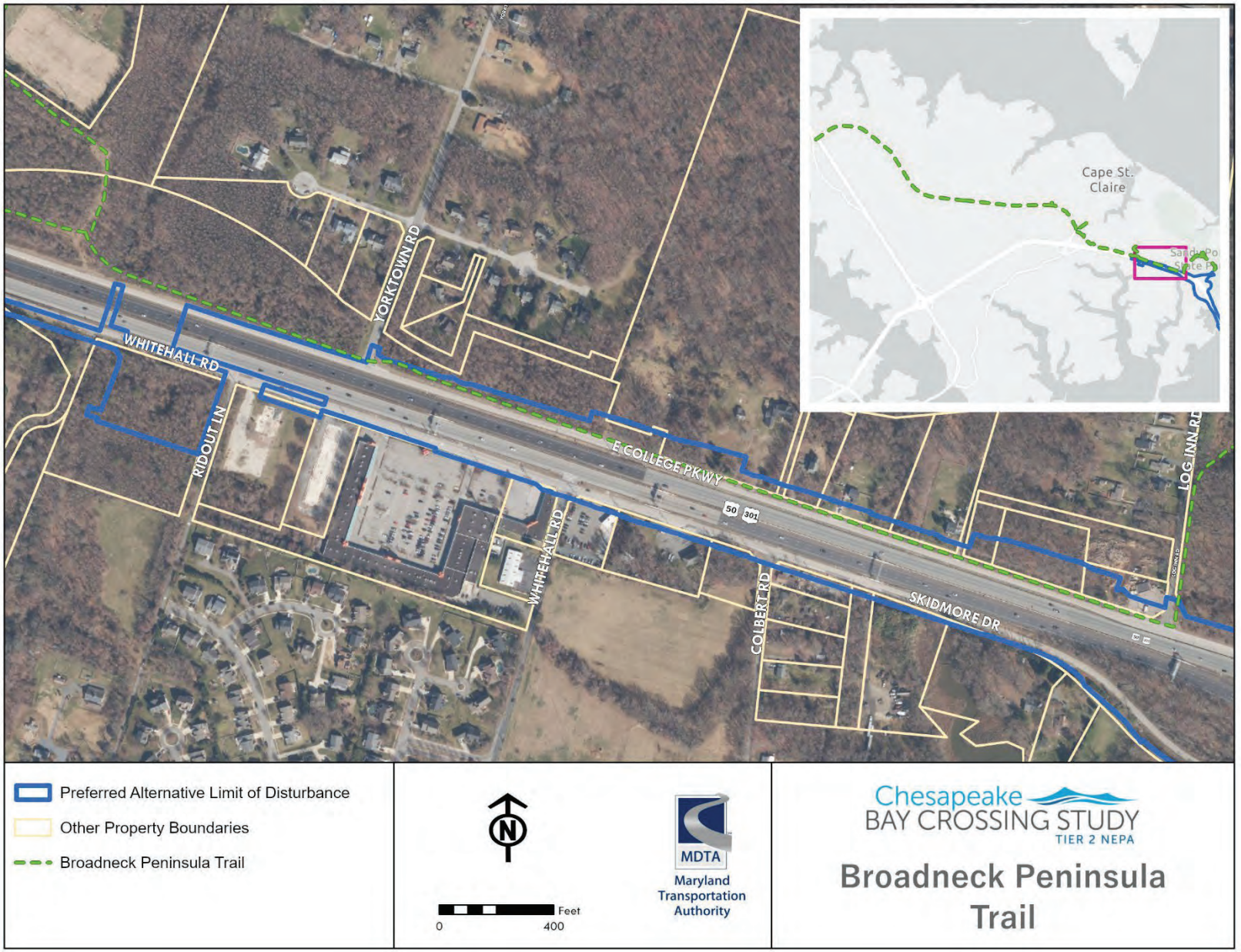
We concur that the proposed minor impacts to Broadneck Peninsula Trail constitute a *de minimis* Section 4(f) use.

CHRISTOPHER JOSEPH MILLINGTON Digitally signed by CHRISTOPHER JOSEPH MILLINGTON Date: 2026.06.22 11:01:48 -04'00' Federal Highway Administration	Printed Name	Date

Attachments:

1. Broadneck Peninsula Trail Impacts

Figure 1: Broadneck Peninsula Trail Impacts



Maryland Transportation Authority
MDTA

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris
Frank S. Waesche III

Bruce Gartner, Executive Director

May 26, 2026

Josh Kurtz
Secretary
Maryland Department of Natural Resources
580 Taylor Ave.
Annapolis, MD 21401

via email to: josh.kurtz@maryland.gov

Dear Secretary Kurtz:

The Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) appreciate your participation in the Chesapeake Bay Crossing Study Tier 2 Environmental Impact Statement (Tier 2 Study). The purpose of this letter is to inform Maryland Department of Natural Resources (MDNR) of the FHWA's intent to make a *de minimis* impact determination for the Tier 2 Study. In accordance with 23 CFR 774, the MDTA requests your concurrence with our determination that the impacts of the Tier 2 Study Preferred Alternative on Kent Island Water Trails, which are owned by Queen Anne's County Department of Parks and Recreation, and managed by MDNR, are minor and would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966.

As part of the Tier 2 Study, the MDTA and FHWA are conducting a Section 4(f) evaluation for potential impacts to publicly owned parks, recreation areas, wildlife/waterfowl refuges and public or privately-owned historic sites. Section 4(f) of the USDOT Act of 1966 prohibits USDOT agencies, such as FHWA, from using land from these resources unless there is no feasible and prudent alternative to the use of that land, and all possible planning to minimize harm to the property has been included.

An impact to a significant public park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if the transportation use of the Section 4(f) property, including incorporation of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f) (23 CFR 774.17).

In accordance with 23 CFR 774.5(b), the public should be afforded an opportunity to review and comment on the effects on the protected activities, features, or attributes of the Section 4(f) property(s). Moreover, the official(s) with jurisdiction over the Section 4(f) property(s),

after being informed of the public comments and FHWA's intent to make a *de minimis* impact finding, must concur in writing that the project will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). For the Tier 2 Study, the opportunity for the public to review and comment on the effects on the protected activities, features, or attributes of the Section 4(f) property(s)was provided during the Draft Environmental Impact Statement (EIS) comment period from January 23 to March 9, 2026. No public comments were received regarding impacts on Kent Island Water Trails during the Draft EIS public comment period.

Section 4(f) Use of Kent Island Water Trails

Based on the Tier 2 Study Preferred Alternative limits of disturbance (LOD), bridge and roadway improvements will impact approximately 920 linear feet of Kent Island Water Trails (**Figure 1**). Recreational access to the water trail in the Chesapeake Bay may be temporarily restricted during certain construction periods for demolition of the existing bridge or for construction associated with new bridge spans. Potential access issues and notification to trail users will be coordinated in advance with MDNR and Queen Anne's County Department of Parks and Recreation, and proper navigation plans and signage will be approved and implemented, as necessary.

Conclusions

Based on this information, the MDTA believes the proposed use of Kent Island Water Trails will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

If you agree with this determination, please indicate your approval on the following page no later than June 9, 2026. If you require additional information or have comments, please contact me by phone at 410-537-5650 or email at mwilliams9@mdta.state.md.us.

Sincerely,



Melissa Williams
Director, Office of Planning and Program Development
Maryland Transportation Authority

CONCURRENCE

We agree that the proposed impacts to Kent Island Water Trails will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

_____	Josh Kurtz	06/05/2026
MDNR	Printed Name	Date

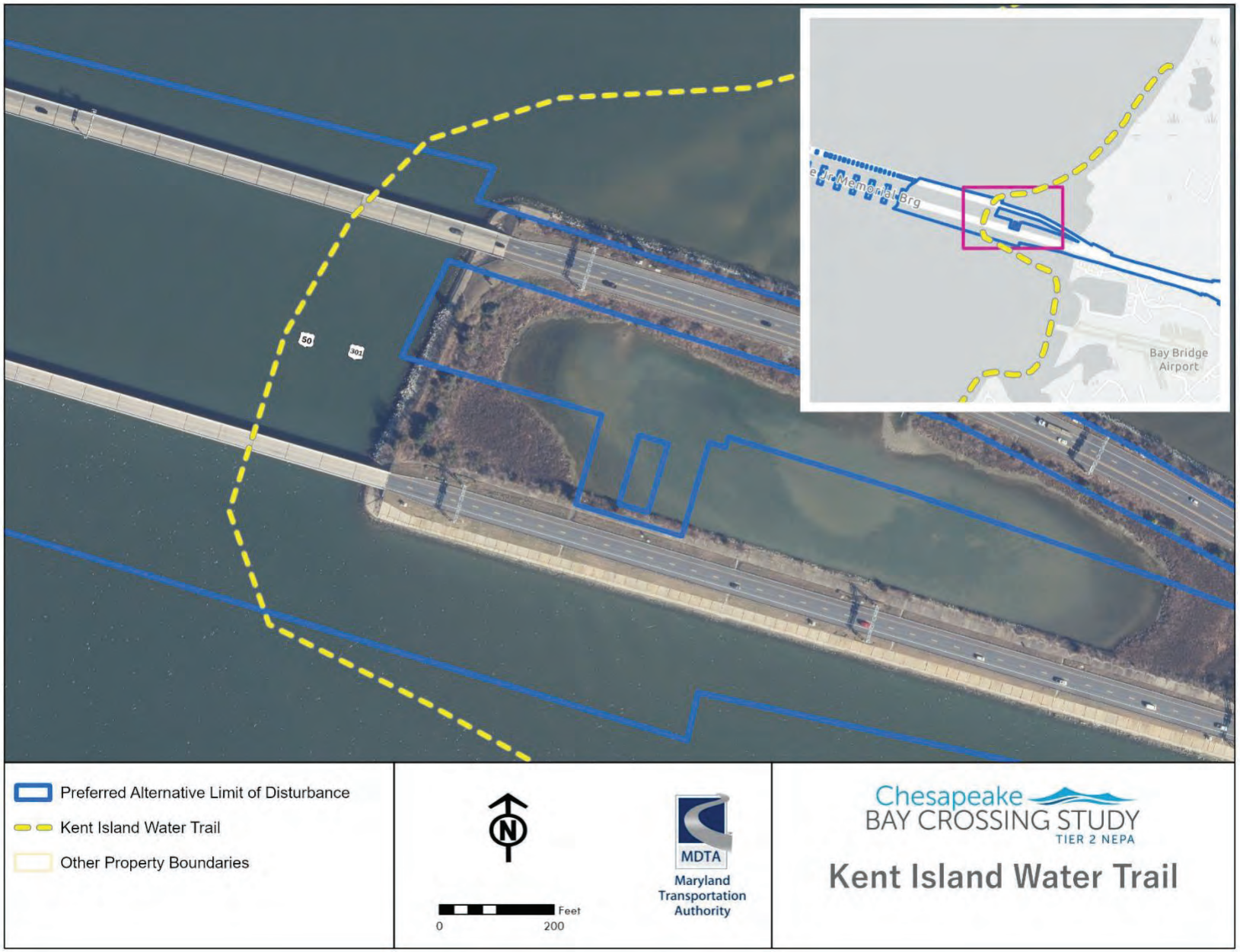
We concur that the proposed minor impacts to Kent Island Water Trails constitute a *de minimis* Section 4(f) use.

CHRISTOPHER JOSEPH MILLINGTON Digitally signed by CHRISTOPHER JOSEPH MILLINGTON Date: 2026.06.22 11:03:17 -04'00'		
Federal Highway Administration	Printed Name	Date

Attachments:

1. Kent Island Water Trails Impacts

Figure 1: Kent Island Water Trails Impacts



Maryland Transportation Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris
Frank S. Waesche III

Bruce Gartner, Executive Director

May 28, 2026

Steve Chandlee
Director
Queen Anne's County
Department of Parks and Recreation
1945 4-H Park Road
Centreville, MD 21617

via email to: schandlee@qac.org

Dear Director Chandlee:

The Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) appreciate your participation in the Chesapeake Bay Crossing Study Tier 2 Environmental Impact Statement (Tier 2 Study). The purpose of this letter is to inform Queen Anne's County Department of Parks and Recreation of the FHWA's intent to make a *de minimis* impact determination for the Tier 2 Study. In accordance with 23 CFR 774, the MDTA requests your concurrence with our determination that the impacts of the Tier 2 Study Preferred Alternative on Kent Island Water Trails, Terrapin Nature Park, Eisinger Property, and Stevensville Middle School, which are owned and/or managed by Queen Anne's County Department of Parks and Recreation, are minor and would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966.

As part of the Tier 2 Study, the MDTA and FHWA are conducting a Section 4(f) evaluation for potential impacts to publicly owned parks, recreation areas, wildlife/waterfowl refuges and public or privately-owned historic sites. Section 4(f) of the USDOT Act of 1966 prohibits USDOT agencies, such as FHWA, from using land from these resources unless there is no feasible and prudent alternative to the use of that land, and all possible planning to minimize harm to the property has been included.

An impact to a significant public park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if the transportation use of the Section 4(f) property, including incorporation of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f) (23 CFR 774.17).

In accordance with 23 CFR 774.5(b), the public should be afforded an opportunity to review and comment on the effects on the protected activities, features, or attributes of the Section 4(f) property(s). Moreover, the official(s) with jurisdiction over the Section 4(f) property(s), after being informed of the public comments and FHWA's intent to make a *de minimis* impact finding, must concur in writing that the project will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). For the Tier 2 Study, the opportunity for the public to review and comment on the effects on the protected activities, features, or attributes of the Section 4(f) property(s) was provided during the Draft Environmental Impact Statement (EIS) comment period from January 23 to March 9, 2026. No public comments were received regarding impacts on Kent Island Water Trails, Terrapin Nature Park, Eisinger Property, or Stevensville Middle School during the Draft EIS public comment period.

Section 4(f) Use of Kent Island Water Trails, Terrapin Nature Park, and Eisinger Property

Kent Island Water Trails

Based on the Tier 2 Study Preferred Alternative limits of disturbance (LOD), bridge and roadway improvements will impact approximately 920 linear feet of Kent Island Water Trails (**Figure 1**). Recreational access to the water trail in the Chesapeake Bay may be temporarily restricted during certain construction periods for demolition of the existing bridge or for construction associated with new bridge spans. Potential access issues and notification to trail users will be coordinated in advance with Queen Anne's County Department of Parks and Recreation and proper navigation signage will be approved and implemented, as necessary.

Terrapin Nature Park

Based on the Tier 2 Study Preferred Alternative LOD, roadway improvements will impact approximately 0.7 acre of Terrapin Nature Park within the vegetated area along the southern portion of the property required for roadway widening (**Figure 2**). Access to the park's trail along the southern property boundary may be temporarily restricted or detoured during certain construction periods; however, continuity of the trail will generally be maintained for the duration of construction, and any impacted areas will be restored following construction. Potential trail access issues and notification to park users will be coordinated in advance with Queen Anne's County Department of Parks and Recreation.

Eisinger Property

Based on the Tier 2 Study Preferred Alternative LOD, proposed roadway improvements will require culvert extensions that will impact approximately 0.1 acre of the Eisinger Property within the vegetated area along the southern property boundary (**Figure 3**).

The MDTA and its contractors will obtain all necessary easements and permits prior to commencing any construction activities within Queen Anne's County Department of Parks and Recreation's property.

Conclusions

Based on this information, the MDTA believes the proposed use of Kent Island Water Trails, Terrapin Nature Park, and Eisinger Property will not adversely affect the activities, features, or attributes that qualify these resources for protection under Section 4(f).

If you agree with this determination, please indicate your approval on the following page no later than June 9, 2026. If you require additional information or have comments, please contact me by phone at 410-537-5650 or email at mwilliams9@mdta.state.md.us.

Sincerely,

Melissa Williams
Director, Office of Planning and Program Development
Maryland Transportation Authority

CONCURRENCE

Kent Island Water Trails

We agree that the proposed impacts to Kent Island Water Trails will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

Stephen M Chandlee	Stephen M Chandlee	5/29/26
Queen Anne's County	Printed Name	Date

We concur that the proposed minor impacts to Kent Island Water Trails constitute a *de minimis* Section 4(f) use.

CHRISTOPHER JOSEPH MILLINGTON Digitally signed by CHRISTOPHER JOSEPH MILLINGTON Date: 2026.06.22 11:05:42 -04'00'		
Federal Highway Administration	Printed Name	Date

Terrapin Nature Park

We agree that the proposed impacts to Terrapin Nature Park will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

Stephen M Chandlee	Stephen M. Chandlee	5/28/26
Queen Anne's County	Printed Name	Date

We concur that the proposed minor impacts to Terrapin Nature Park constitute a *de minimis* Section 4(f) use.

CHRISTOPHER JOSEPH MILLINGTON Digitally signed by CHRISTOPHER JOSEPH MILLINGTON Date: 2026.06.22 11:05:17 -04'00'		
Federal Highway Administration	Printed Name	Date

Eisinger Property

We agree that the proposed impacts to Eisinger Property will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

Stephen M. Chandlee	Stephen M. Chandlee	5/29/26
Queen Anne's County	Printed Name	Date

We concur that the proposed minor impacts to Eisinger Property constitute a *de minimis* Section 4(f) use.

CHRISTOPHER JOSEPH MILLINGTON Digitally signed by CHRISTOPHER JOSEPH MILLINGTON Date: 2026.06.22 11:04:46 -04'00'		
Federal Highway Administration	Printed Name	Date

Attachments:

1. Kent Island Water Trails Impacts
2. Terrapin Nature Park Impacts
3. Eisinger Property Impacts

Figure 1: Kent Island Water Trails Impacts

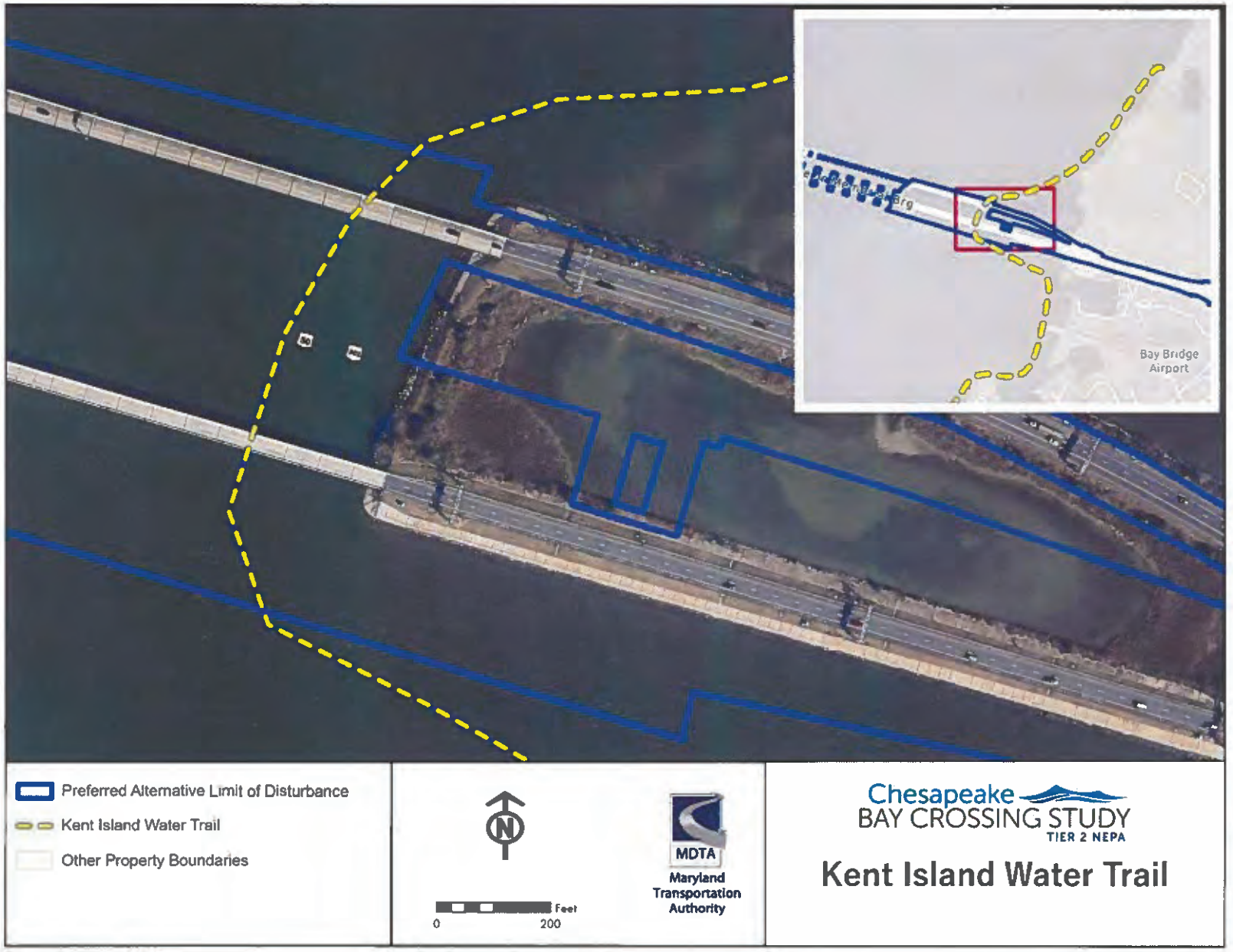


Figure 2: Terrapin Nature Park Impacts

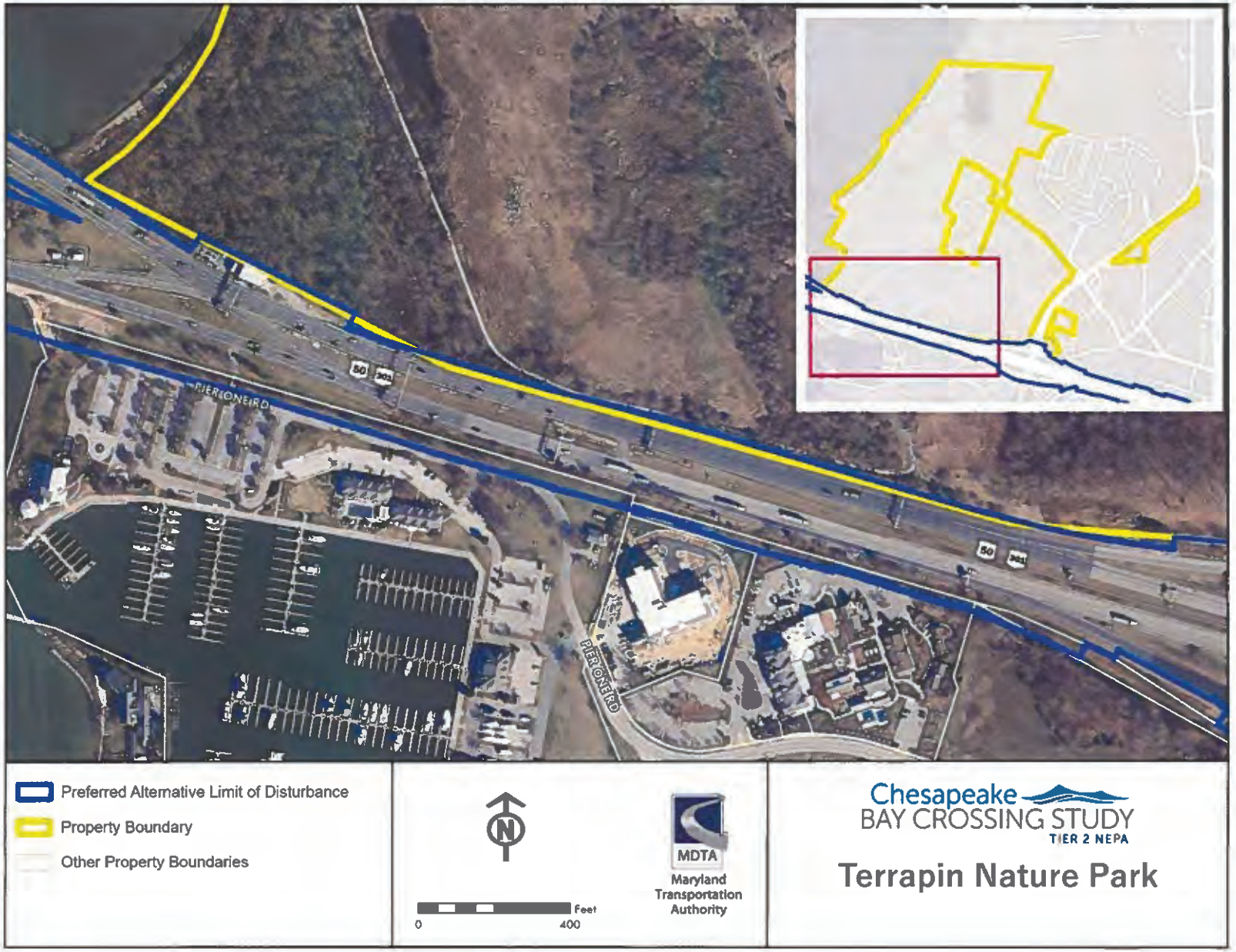


Figure 3: Eisinger Property Impacts



Maryland Transportation Authority
MDTA

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

Board Members:
Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris
Frank S. Waesche III

Bruce Gartner, Executive Director

May 26, 2026

Darrell Barricklow
Supervisor of Facilities and Design
Queen Anne's County Public Schools
115 Vincit Street
Centreville, Maryland 21617

via email to: darrell.barricklow@qacps.org

Dear Supervisor Barricklow:

The Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) are developing an Environmental Impact Statement (EIS) for Tier 2 of the Chesapeake Bay Crossing Study (Tier 2 Study). The purpose of this letter is to inform Queen Anne's County Board of Education (BOE) of FHWA's intent to make a *de minimis* impact determination for the Tier 2 Study. In accordance with 23 CFR 774, the MDTA requests your concurrence with our determination that the impacts of the Tier 2 Study Preferred Alternative on Stevensville Middle School, which is owned and/or managed by Queen Anne's County BOE, are minor and would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966.

As part of the Tier 2 Study, the MDTA and FHWA are conducting a Section 4(f) evaluation for potential impacts to publicly owned parks, recreation areas, wildlife/waterfowl refuges and public or privately-owned historic sites. Section 4(f) of the USDOT Act of 1966 prohibits USDOT agencies, such as FHWA, from using land from these resources unless there is no feasible and prudent alternative to the use of that land, and all possible planning to minimize harm to the property has been included.

An impact to a significant public park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if the transportation use of the Section 4(f) property, including incorporation of any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures), does not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f) (23 CFR 774.17).

In accordance with 23 CFR 774.5(b), the public should be afforded an opportunity to review and comment on the effects on the protected activities, features, or attributes of the Section

4(f) property(s). Moreover, the official(s) with jurisdiction over the Section 4(f) property(s), after being informed of the public comments and FHWA's intent to make a *de minimis* impact finding, must concur in writing that the project will not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). For the Tier 2 Study, the opportunity for the public to review and comment on the effects on the protected activities, features, or attributes of the Section 4(f) property(s)was provided during the Draft Environmental Impact Statement (EIS) comment period from January 23 to March 9, 2026. No public comments were received regarding impacts on Stevensville Middle School during the Draft EIS public comment period.

Section 4(f) Use of Stevensville Middle School

Based on the Tier 2 Study Preferred Alternative limits of disturbance (LOD), roadway improvements, including widening, will physically impact approximately 0.2 acre of the Stevensville Middle School property. Impacts are limited to the narrow, vegetated buffer along U.S. 50/301 (**Figure 1**). No recreational facilities within the school boundary will be impacted. Any temporarily impacted areas will be restored and disturbed areas will be replanted with native vegetation. If existing fencing on the property is impacted, it will be replaced in-kind. Additionally, the MDTA and its contractors will obtain all necessary easements and permits prior to commencing any construction activities within Queen Anne's County BOE's property.

Conclusions

Based on this information, the MDTA believes the proposed use of Stevensville Middle School will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

If you agree with this determination, please indicate your approval on the following page no later than June 9, 2026. If you require additional information or have comments, please contact me by phone at 410-537-5650 or email at mwilliams9@mdta.state.md.us.

Sincerely,

Melissa Williams
Director, Office of Planning and Program Development
Maryland Transportation Authority

CONCURRENCE

We agree that the proposed impacts to Stevensville Middle School will not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f).

	Matthew A Kibler	6/9/26
Queen Anne's County BOE	Printed Name	Date

We concur that the proposed minor impacts to Stevensville Middle School constitute a *de minimis* Section 4(f) use.

CHRISTOPHER JOSEPH MILLINGTON Digitally signed by CHRISTOPHER JOSEPH MILLINGTON Date: 2026.06.22 11:06:40 -04'00'		
Federal Highway Administration	Printed Name	Date

Attachments:

1. Stevensville Middle School Impacts

Figure 1: Stevensville Middle School Impacts

