

Chesapeake
BAY CROSSING STUDY
TIER 2 NEPA

BBRAG Meeting

January 7, 2026

Why a New Bridge is Needed

- ▶ Not enough travel lanes
- ▶ Severe bottleneck at the Bay Bridge
- ▶ Frequent two-way operations
- ▶ Narrow lanes and no shoulders
- ▶ Aging bridge spans
- ▶ Ship height clearance constraints

The Recommendation: A New Modern Bay Bridge

- ▶ Replaces existing spans with two new four-lane spans
- ▶ Limits frequent two-way operations
- ▶ Provides:
 - Full shoulders for maintenance and emergencies
 - 230-foot navigation clearance
 - Transit commitments
- ▶ Includes Optional Shared-Use Path (SUP)

Alternative C is the Study Team's Recommended Preferred Alternative

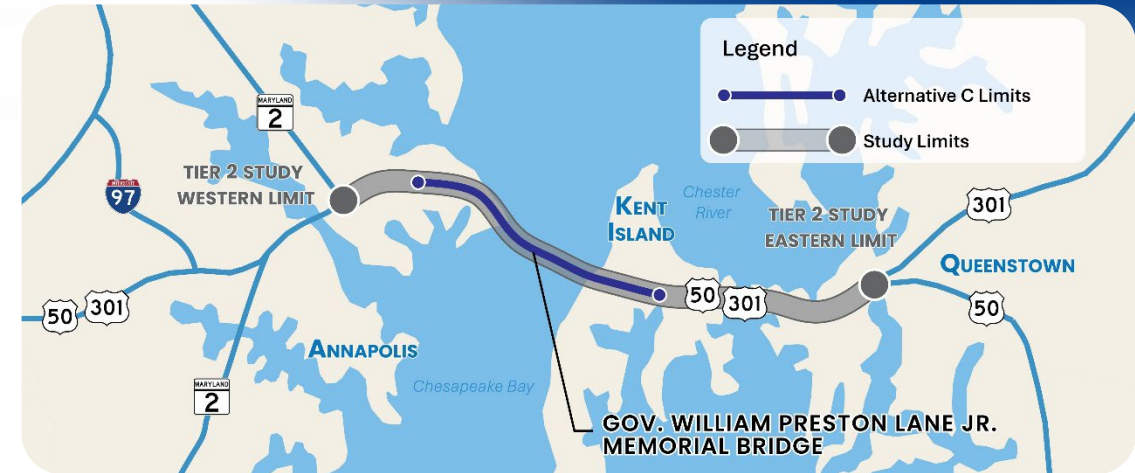
- ▶ Removes the bottleneck at the Bay Bridge in both directions on a non-summer weekday and eastbound on a summer weekend day.
- ▶ Has the least environmental impact to:
 - Parks
 - Historic properties
 - Private properties
 - Wetlands, non-tidal surface waters, and other natural resources
- ▶ Is the least costly alternative.
 - Without SUP: \$14.8 to 16.4 Billion*
 - With Optional SUP: \$16.1 to \$17.6 Billion*

**This is a planning level cost estimate.*

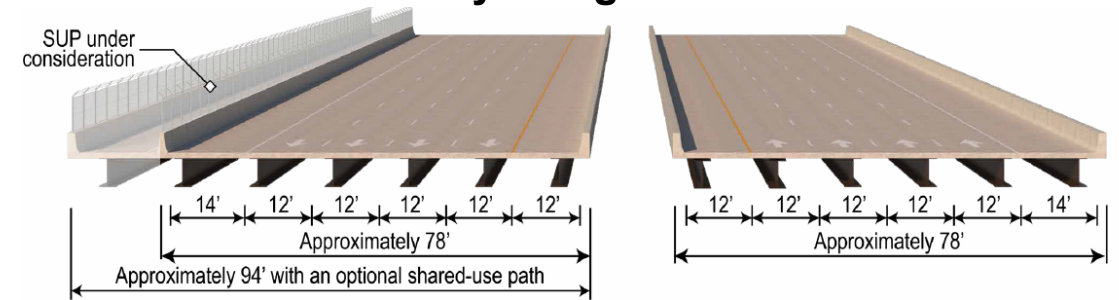


Alternative C Design Features

- ◆ Includes two new four-lane bridge spans with full shoulders across the Chesapeake Bay, including:
 - 12-foot wide travel lanes
 - 12-foot-wide shoulders along the median and 14-foot wide outside shoulders
 - 230 feet vertical clearance to the underside of the main span
 - 3.0% maximum bridge grade
- ◆ Locates a new eastbound structure south of the existing eastbound span.
- ◆ Locates a new westbound structure between the two existing spans.
- ◆ Includes pier protection to meet current standards.
- ◆ Includes financial commitments for transit-related improvements and an optional bicycle and pedestrian shared-use path.
- ◆ Widens U.S. 50/301 to eight lanes (four per direction) from west of Oceanic Drive to east of Cox Creek to allow sufficient room to transition to the new bridge crossing, including:
 - 12-foot-wide shoulders along the median and outside travel lanes

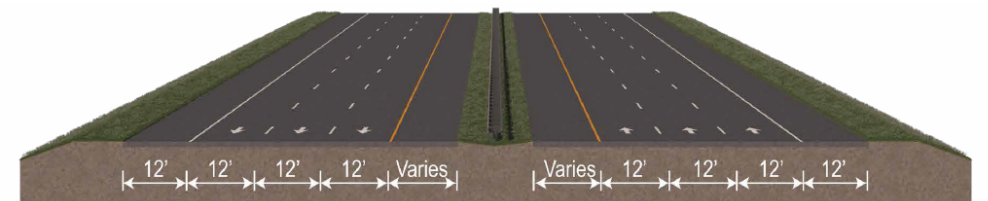


New Bay Bridge – 8 Lanes



Note: The typical section does not represent the locations of the structures relative to the existing structures or each other.

Western and Eastern Shore – 6 Lanes



Economic Benefits

The MDTA used regional economic analysis models to estimate the impact of the alternatives on the economy and employment. Based on the economic analysis, Alternative C would have the following benefits from construction:

Construction Phase:

- ◆ Brings between \$17 to \$23 billion into the local economy
- ◆ Creates 61,300 to 75,600 jobs (with 76% direct employment of construction workers)
- ◆ Creates \$4.2 to \$6 billion in wages during the construction period
- ◆ Boosts the regional GDP by \$0.5 to \$12.9 billion (includes value added from direct on-site workers, indirect supply chain value added, and induced spending by workers)

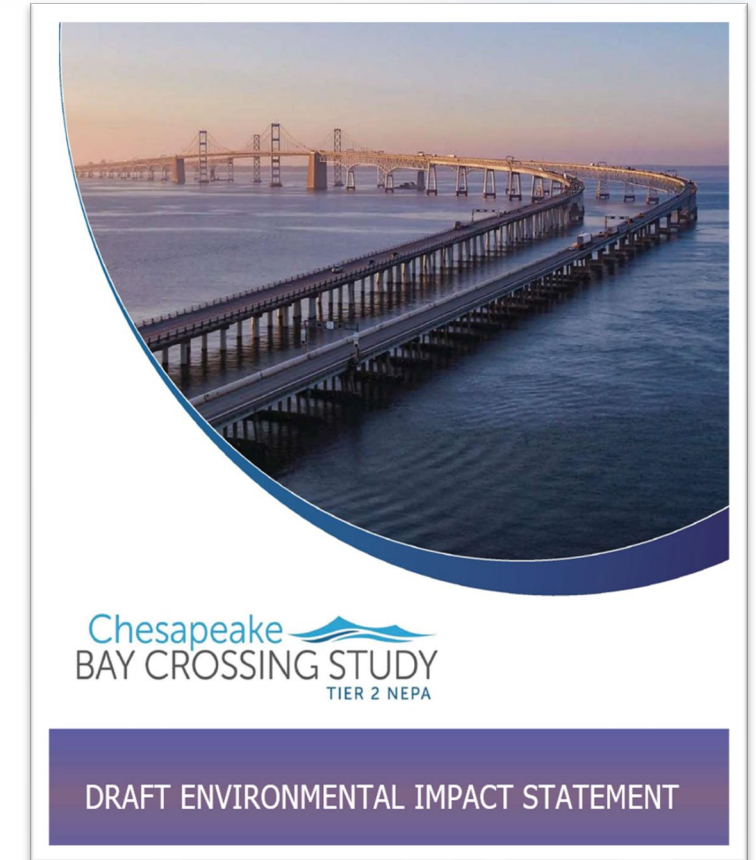
Port of Baltimore Benefits from Bay Bridge Improvements:

- ◆ Matches the 230-foot vertical clearance of the new Francis Scott Key Bridge
- ◆ Maintains the shipping channel through the Chesapeake Bay, providing clearance for larger cargo carriers and cruise lines
- ◆ Allows for larger vessels, which will allow more cargo and increased revenue
- ◆ Contributes to additional port, rail, trucking, and construction jobs through increased port activity
- ◆ Attracts companies that rely on large shipments
- ◆ Allows Baltimore to continue to be a top-tier port on the East Coast



What's Next

- ▶ The Draft EIS, which will share MDTA's Recommended Preferred Alternative, is anticipated to be published in January 2026.
- ▶ Draft EIS public hearings are anticipated in February 2026.
 - Two in-person public hearings
 - One virtual public hearing



Anticipated Next Steps following the DEIS Public Hearings



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Thank you!

