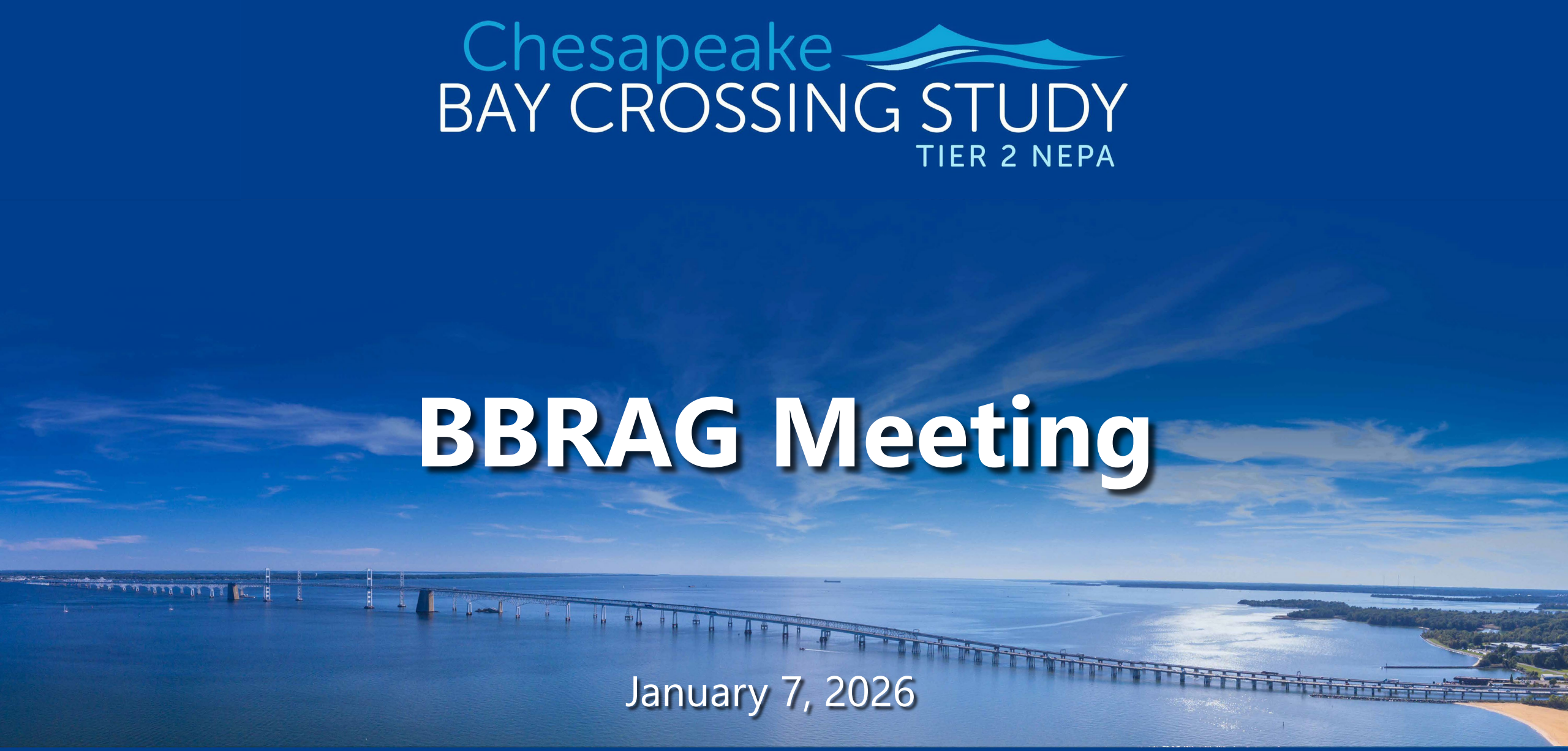
Chesapeake
BAY CROSSING STUDY
TIER 2 NEPA

BBRAG Meeting



January 7, 2026

Maryland Transportation Authority
MDTA

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)

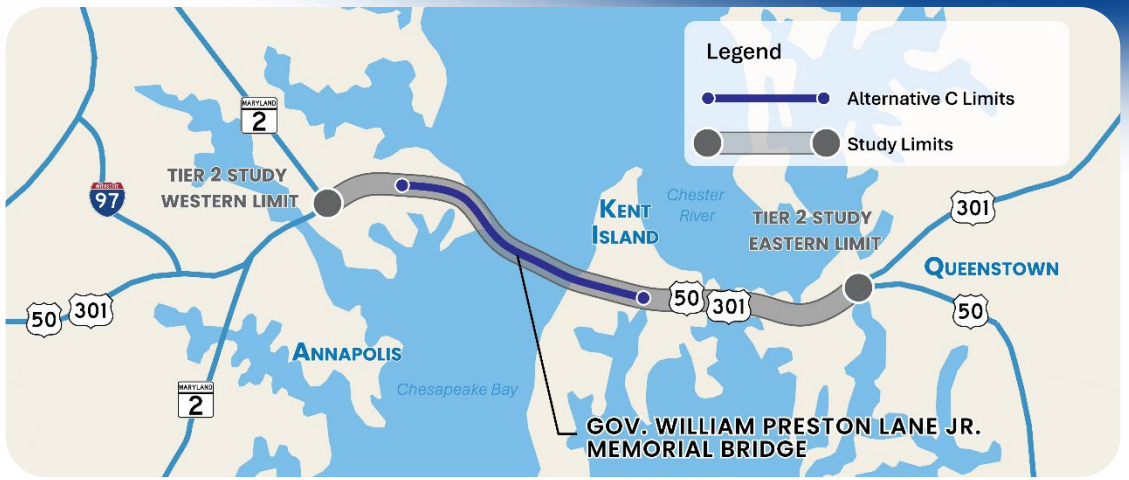
Alternative C is the Study Team's Recommended Preferred Alternative

- 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*

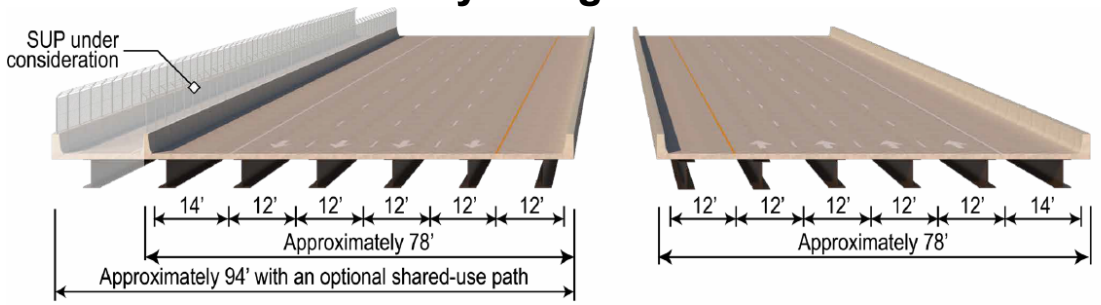
**This is a planning level cost estimate.*

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

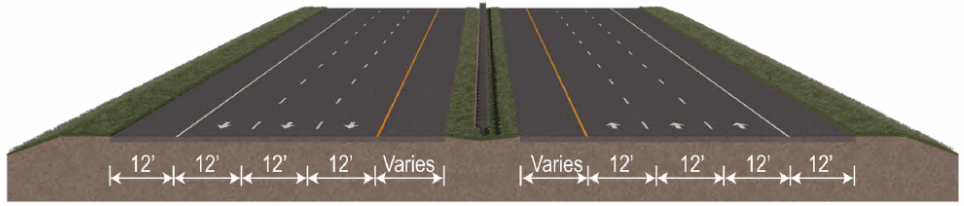


New Bay Bridge – 8 Lanes



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 $10.5 to $12.9 billion (includes value added from direct on-site workers, indirect supply chain value added, and induced spending by workers)

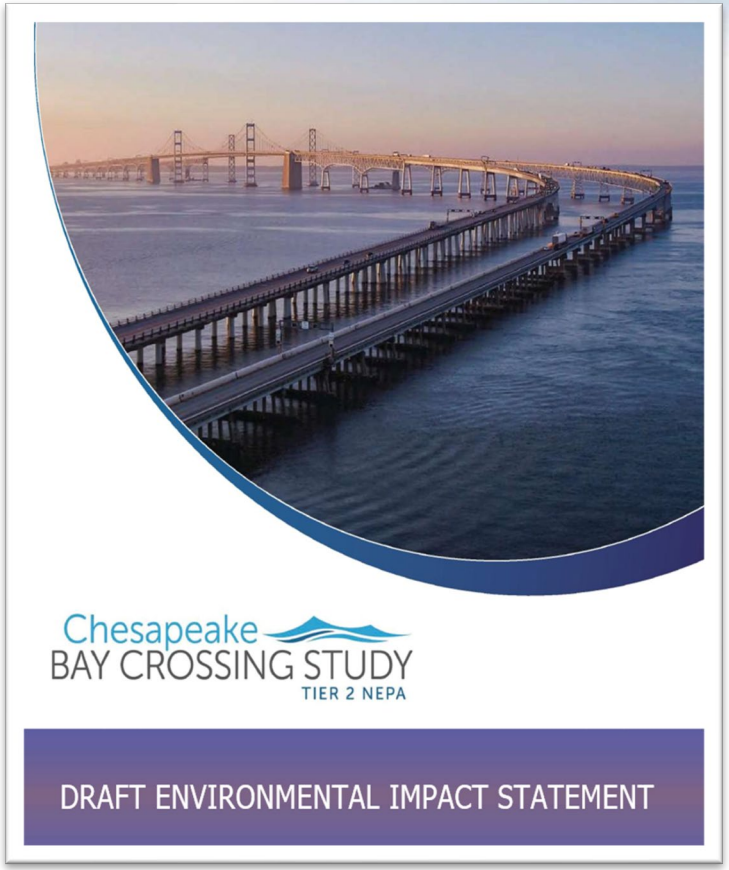
Economic Benefits (Cont'd)

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

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

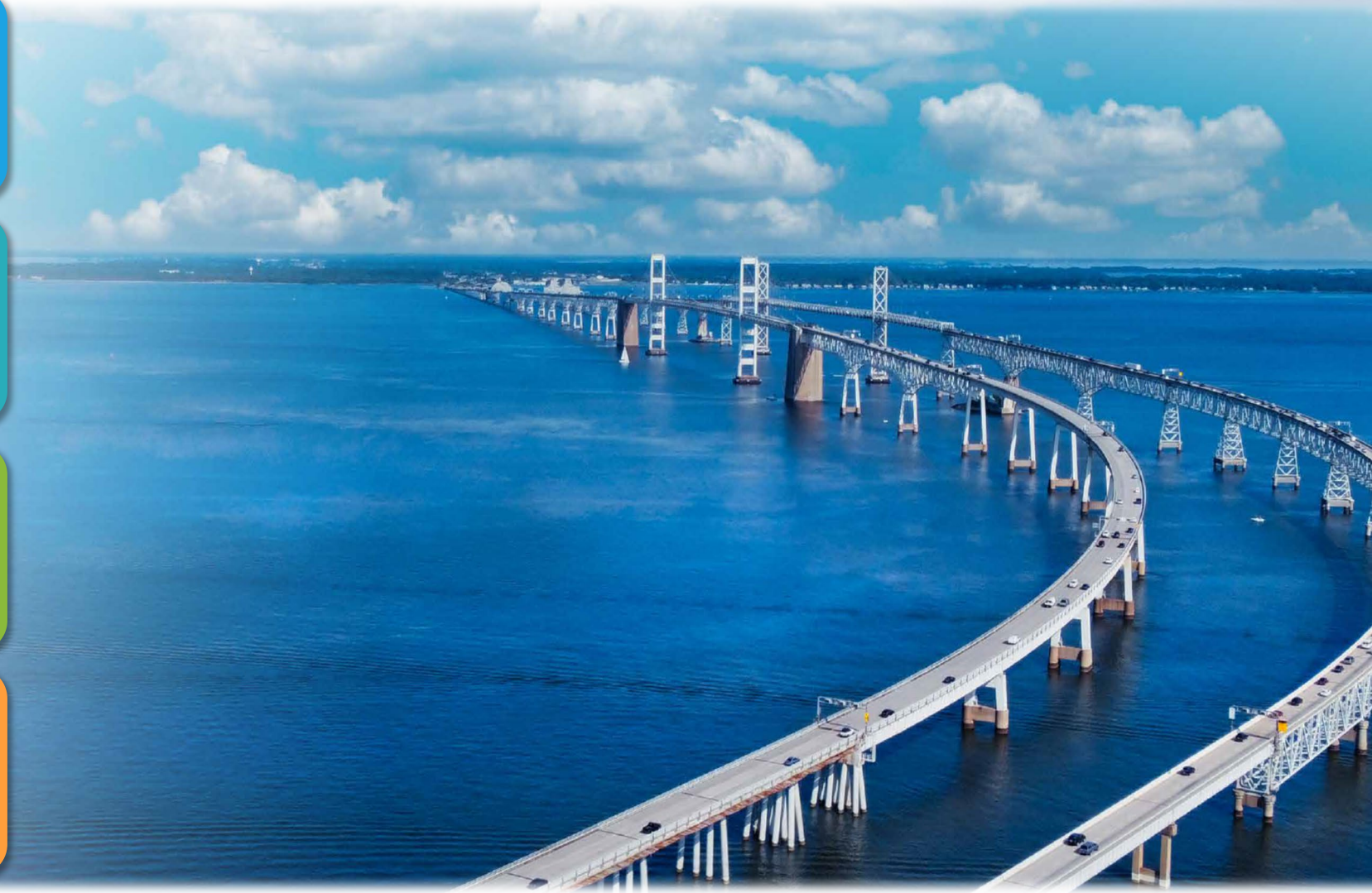
MDTA Maryland Transportation Authority

NOVEMBER 2026
Tier 2 Study Final EIS/ROD
Selected Alternative Identified

FALL 2026 – SPRING 2028
Procurement for Final Design

SPRING 2028
Begin Final Design

SUMMER 2032
Begin Construction



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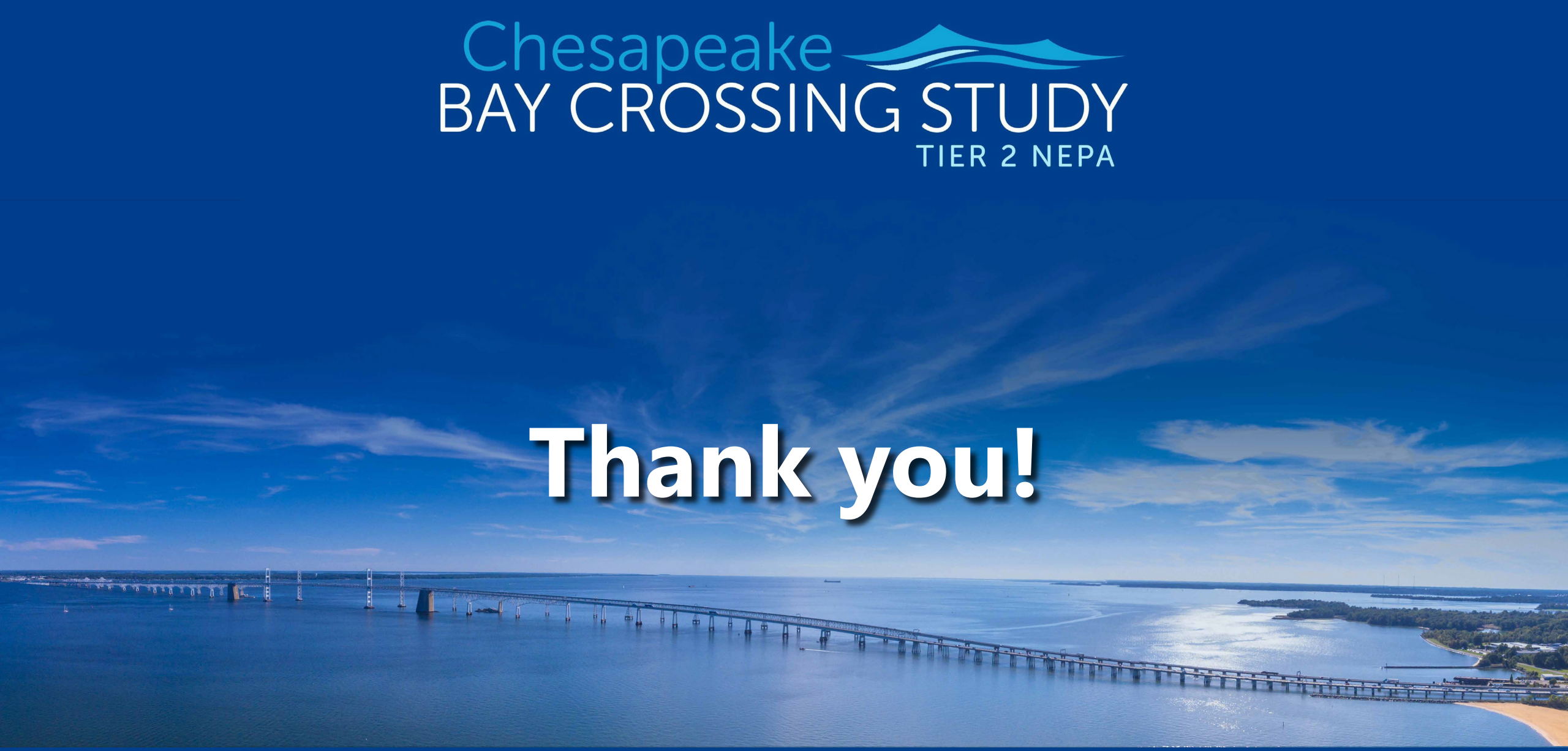

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