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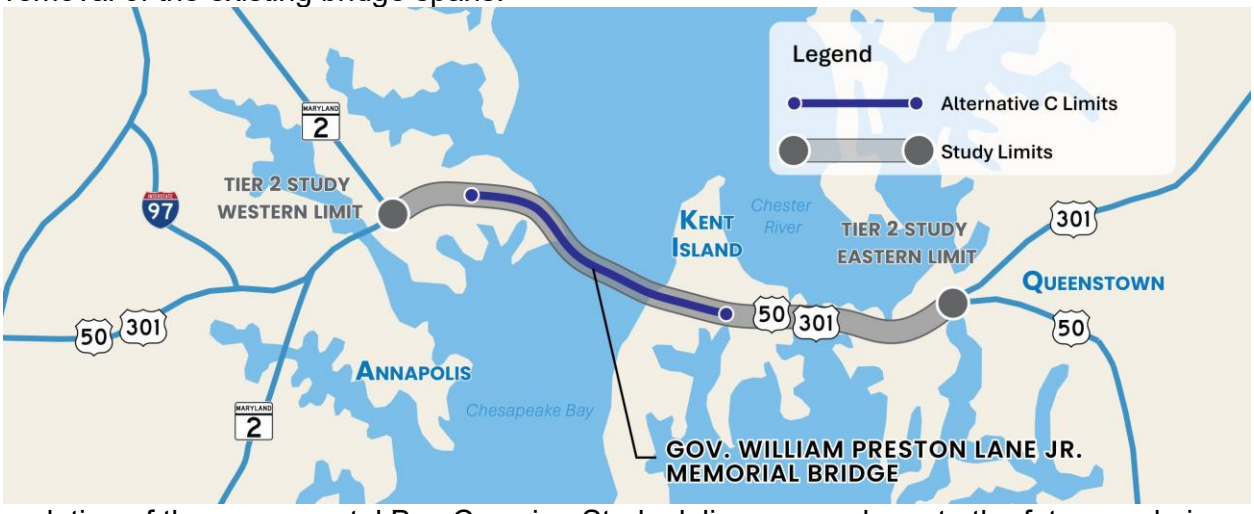
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MARYLAND TRANSPORTATION AUTHORITY SECURES FINAL ENVIRONMENTAL APPROVAL FOR CHESAPEAKE BAY CROSSING

Moore-Miller Administration Reaches Milestone with Federal Selection of Bridge Alternative for Chesapeake Bay Crossing Study

BALTIMORE, MD (November 5, 2026) – The Maryland Transportation Authority (MDTA) today announced final environmental approval for the Chesapeake Bay Crossing Study, a milestone for the project under the Moore-Miller Administration. The approved crossing will enhance safe and reliable travel for residents and visitors for years to come, minimize environmental impacts and add $23 billion to the local economy while creating more than 60,000 jobs.

This week's publication of the Final Environmental Impact Statement and Record of Decision for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act (NEPA) marks the conclusion of the study and provides MDTA with an approved path forward for the new spans. The Federal Highway Administration identified Alternative C as the Selected Alternative for the new Chesapeake Bay Bridge spans. As the most cost-effective option, Alternative C includes the construction of two new four-lane bridge spans with full shoulders across the Chesapeake Bay and the removal of the existing bridge spans.



"Completion of the monumental Bay Crossing Study delivers a roadmap to the future and gives Maryland a critical approval for the next step of this project," said Maryland Department of Transportation (MDOT) Secretary and MDTA Chair Katie Thomson. "The approved crossing aligns

with MDOT's goals of enhancing safety, reliability and accessibility for Marylanders while delivering economic value for nearby communities and the entire state."

The MDTA anticipates beginning design of the selected alternative in 2028 and construction as soon as 2032.

The Selected Alternative includes:

- **Two new four-lane bridge spans** with full shoulders across the Chesapeake Bay, providing additional transportation capacity, reliability and mobility while enhancing safety;
- **Removal of the existing Bay Bridge spans**, addressing existing roadway deficiencies including narrow lanes and lack of shoulders, eliminating the need for major rehabilitation projects and associated lane closures and delays;
- **Improved navigational clearance** to meet U.S. Coast Guard requirements. The navigational clearance will be 230 feet, which is the same as the new Francis Scott Key Bridge, allowing larger ships to access the Port of Baltimore;
- **Widening of US 50/301 to eight lanes** (four per direction) from west of Oceanic Drive to east of Cox Creek to accommodate transitions to the new bridge spans;
- **Financial commitment for transit-related improvements**, with a proposed one-time investment of up to $40 million;
- **An optional bicycle and pedestrian shared-use path**, based on a future financial analysis performed by MDTA to determine whether implementation of a shared-use path will be feasible; and
- A commitment for **land preservation** on the Eastern Shore.

"I want to thank the Bay Crossing Study team and Federal Highway Administration for their years of hard work and dedication in delivering this study and advancing innovative solutions that better connect all Marylanders to opportunities and each other," said MDTA Executive Director Bruce Gartner. "The public-input process was deeply valuable to the success of this study, and our team engaged with thousands of residents, community members, drivers and elected officials on both sides of the bay to ensure a collaborative approach for all stakeholders."

The combined Final Environmental Impact Statement and Record of Decision has been prepared pursuant to NEPA and has been approved by the Federal Highway Administration. It is available for review at baycrossingstudy.com and in person at viewing locations listed on the website. Individuals who are unable to access the Final Environmental Impact Statement and Record of Decision may call 1-667-203-5408 for assistance.

The Final Environmental Impact Statement provides the information and rationale supporting Alternative C as the Selected Alternative. The Final Environmental Impact Statement concludes that Alternative C would be the most cost-effective alternative and have the least impact on the environment. The Record of Decision officially documents Alternative C as the Selected Alternative.

The federal NEPA process is required for all major federal actions, including those involving federal funding or approvals. The MDTA and the Federal Highway Administration followed a robust tiered NEPA process that provided a systematic approach for advancing potential transportation improvements. This process included comprehensive public engagement, with public open houses, public hearings and attendance at over 120 community events throughout the study area. The MDTA received over 5,600 comments and survey responses during the Tier 2 NEPA Study.

The approval of the Final Environmental Impact Statement and Record of Decision marks completion of the Chesapeake Bay Crossing Study.

The MDTA finances, owns, operates, secures and maintains Maryland's toll bridges, tunnels and turnpikes. The MDTA is self-sufficient and receives no gas tax, motor vehicle fees or other revenue from the state's Transportation Trust Fund, and the MDTA's projects and services are funded through tolls paid by the customers who use their facilities.

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