2 PURPOSE AND NEED

Substantive changes that have been made to this Final EIS since the publication of the Draft EIS are indicated with underlined text. Substantive changes that have been made in response to public or agency comments are indicated with double underlined text. Public comments and responses are in **Appendix G,** and agency comments and responses are in **Appendix H**.

2.1 Purpose of the Tier 2 Study

The purpose of the Chesapeake Bay Crossing Study (Tier 2 Study) is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor. The Tier 2 Study is evaluating measures to reduce congestion; improve travel times and reliability, mobility, and roadway deficiencies; and accommodate maintenance activities and navigation, while minimizing impacts to local communities and the environment.

This chapter is a summary of the *Purpose and Need Report*, which was reviewed and concurred upon by the cooperating agencies in July 2024. For details of past projects, traffic operations, safety, navigational and other transportation needs, refer to the *Purpose and Need Report.*[1]

2.2 Needs

The "needs" presented in a NEPA environmental review process are the elements and supporting data substantiating that a problem exists or is likely to occur. The MDTA identified five needs for the Tier 2 Study, which were updated since the Tier 1 Study Final EIS/ROD was issued by FHWA. These updates are based on the most recent available information and reflect the project-level (site-specific) focus of the Tier 2 Study. The five identified needs are:

- Adequate capacity and reliable travel times,
- Mobility,
- Roadway deficiencies,
- Existing and future maintenance needs, and
- Navigation.

2.2.1 Adequate Capacity and Reliable Travel Times

The MDTA obtained traffic data for the Bay Bridge and the U.S. 50/301 corridor covering the period from April 1, 2022, through December 31, 2022. Additional traffic data was collected at a small number of locations in 2023 and 2024. Based on the data and analysis presented in this section, the capacity of the Bay Bridge and its approaches on U.S. 50/301 are not sufficient to accommodate existing and anticipated travel demand, resulting in traffic congestion on the Bay Bridge and adjacent roadway network. Traffic data is presented in more detail in the Tier 2 Study *Traffic Analysis Technical Report*.

2.2.1.1 Capacity

While the approaches on the Eastern and Western Shores have six lanes with three lanes of traffic in each direction plus auxiliary lanes, the Bay Bridge has five lanes of traffic total. The southern span has two lanes that typically carry eastbound traffic, and the northern span has three lanes that typically carry westbound traffic. During periods of heavy travel, construction,

[1] https://baycrossingstudy.com/study-process/tier-2-study/purpose-and-need

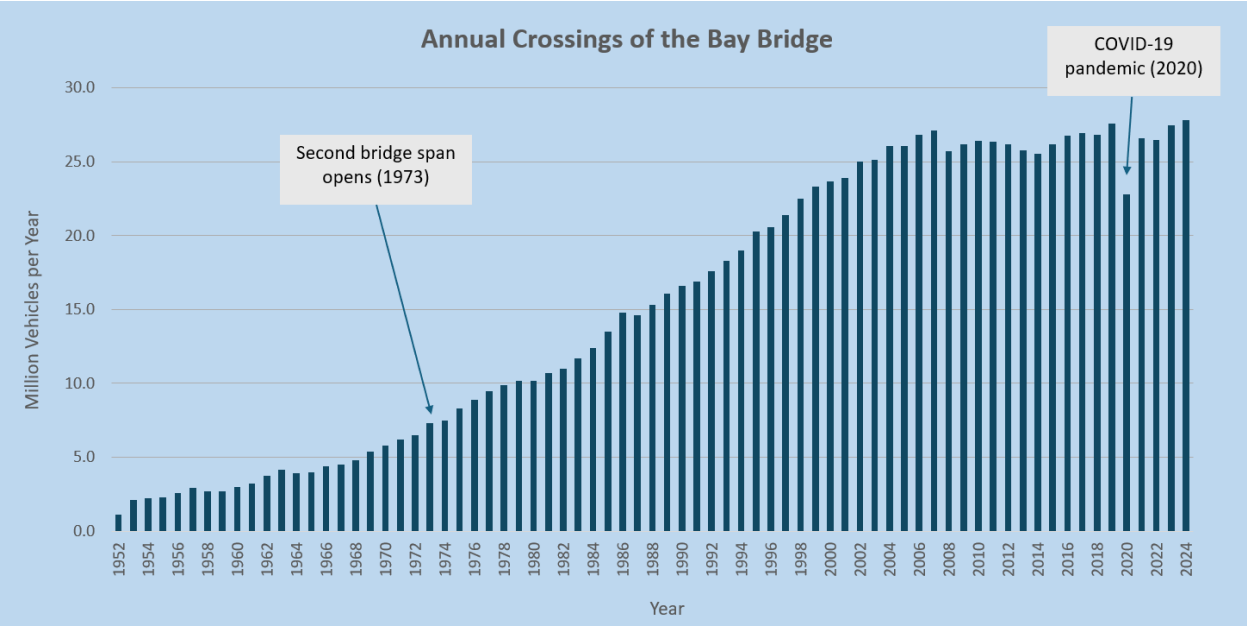
emergencies, or other incidents that require lane closures, traffic on either span can be reversed. This reverse travel flow condition is called “contra-flow” or “two-way” operation. Although two-way traffic can be implemented on either span, the northern span is referred to as the “westbound span” and the southern span is referred to as the “eastbound span,” both colloquially and throughout this Final EIS.

Due to the reduction in the total number of lanes on the Bay Bridge compared to its approaches, the capacity of the bridge is lower than the other segments of U.S. 50/301. Additionally, the reduced lane and shoulder widths on the Bay Bridge encourage slower driving speeds and further constrict the free flow of traffic. This leads to a condition where traffic levels that are free flowing on the approaches can result in slow-moving and congested traffic on the bridge. Therefore, the bridge itself is a constraining factor to travel flow. The existing Bay Bridge carries large volumes of travelers and frequently approaches or exceeds its capacity for long durations. These travel volumes have increased over time and are expected to continue increasing in the future. The increasing volumes correlate with increases in regional population and employment, and result in greater congestion.

2.2.1.2 Historic and Existing Volumes

Figure 2-1 displays the annual number of vehicle trips across the Bay Bridge and illustrates the historical increase in travel volumes. Despite the reduction in crossings during the COVID-19 pandemic, travel patterns have since adjusted and the number of crossings exceeded 27 million in 2023 and 2024.

Figure 2-1: Annual Crossings of the Bay Bridge



2.2.1.3 Level of Service (LOS)

Quantifying congestion is an important analytical step when evaluating project need and potential alternatives and comparing each alternative’s ability to accommodate traffic. This quantification is typically established by using the Highway Capacity Manual (HCM) to evaluate traffic operations in terms of level of service (LOS). LOS is a performance measure that represents quality of service, measured on an A through F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F representing the worst.

At LOS D, flow is still stable, and travel times are relatively predictable. At LOS E, flow is volatile, and travel times can vary widely. Capacity is the breakpoint between LOS E and LOS F. Accepted transportation planning and traffic engineering expertise and practice suggest that achieving at least LOS D is preferred, but LOS E or even LOS F may be all that is possible for some facilities. LOS E or worse is generally considered "unsatisfactory."

Today, the two-lane original span typically carries eastbound traffic, and the three-lane second span typically carries westbound traffic. However, lanes on the bridge can be reversed to accommodate periods of heavy traffic. Under "two-way" traffic operations, a lane is reversed on the westbound span to temporarily increase the capacity for eastbound travel. Traffic data was collected and analysis performed to determine the 2022 directional hourly LOS for both average typical non-summer weekday and summer weekend conditions across the Bay Bridge. For non-summer weekday traffic, LOS D or better is achieved for all hours, in both directions, with two-way operations; however, without two-way operations, LOS E is present for one hour and LOS F is present for three hours in the eastbound direction. For summer weekend traffic, LOS E is present for six hours, in one or both directions, with two-way operations; without two-way operations, LOS F is present for nine hours, with an additional two hours at LOS E. Additional details regarding LOS and queuing are provided in the *Traffic Analysis Technical Report*.

Under 2045 no-build conditions, hourly travel demand is predicted to approach or even exceed the capacity of the Bay Bridge (LOS F) in at least one direction for nine hours on an average non-summer weekday with two-way operations and 11 hours on a summer weekend day with two-way operations.

2.2.1.4 Queue Lengths

Increasing travel demand at the Bay Bridge has resulted in growing congestion and vehicle queues. Despite implementation of two-way traffic on the westbound span, queues have been continually observed since the beginning of the Tier 1 Study. **Table 2-1** contains the maximum queue lengths and durations along the eastbound and westbound spans, under normal conditions.

Table 2-1: 2022 and Anticipated 2045 No-Build Max. Queue Lengths and Durations with Two-Way Operations

Year	Conditions	Eastbound		Westbound	
		Max. Queue (miles)	Duration of Queue >1.0 Mile (Hours)	Max. Queue (miles)	Duration of Queue >1.0 Mile (Hours)
2022	Non-summer weekday	0	0	0	0
	Summer weekend	4.8	8	3.5	8
2045 No-Build	Non-summer weekday	4.1	4	4.9	11
	Summer weekend	>10.0	14	>10.0	14

2.2.1.5 Crash Rates

Rear-end, sideswipe and opposite direction type crashes occurred in this corridor at a rate significantly higher than the Maryland Statewide Average rate for urban freeways/expressways. As congestion increases on the bridge, traffic backs up along the adjacent corridor and the

likelihood of incidents on the approaches increases. The crash rates for the corridor and statewide are shown in **Table 2-2**.

Table 2-2: Number of Crashes and Crash Rates at the Bay Bridge (2017-2022)

Crashes	Year					
	2017	2018	2019	2020	2021	2022
Number of Crashes	52	81	111	101	92	82
Million Vehicle Miles (MVM) of Travel	141.3	148.9	147.9	122.7	142.6	142.1
Crash Rate (Crashes per 100 MVM)	36.8	54.4	75.0	82.3	64.5	57.7
Statewide Crash Rate (Crashes per 100 MVM)	44.3	38.9	44.3	44.3	44.3	99.6

2.2.1.6 Travel Reliability

The annual State Highway Mobility Report, published by the State Highway Administration (SHA),[2] accounts for non-recurring events, such as vehicle crashes, breakdowns, weather events, and maintenance activities, in trip reliability using the Planning Time Index (PTI) measurement. The PTI represents the total time travelers should allow to ensure, with a 95 percent probability, they arrive at their destination on time while considering potential delays. The PTI is the ratio of the time travelers need to allow for the given trip versus the time they would allow under free flow conditions. Statewide PTI are categorized as follows:

PTI less than 1.5 – Reliable
PTI between 1.5 and 2.5 – Moderately Unreliable
PTI above 2.5 – Highly to Extremely Unreliable

The PTI for a trip along U.S. 50/301 for each travel direction was calculated for 2022 during typical non-summer weekdays and summer Fridays and Sundays. **Table 2-3** presents the PTI findings. Times with PTI above 2.5 are shaded gray.

Table 2-3: Planning Time Index on U.S. 50/301 in Study Area

Time of Day	2022 Non-Summer Weekday		2022 Summer Friday		2022 Summer Sunday	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12-1AM	1.17	1.50	1.80	1.72	1.67	1.49
1-2AM	1.26	1.50	1.33	1.60	1.55	1.30
2-3AM	1.32	1.54	1.26	1.61	1.89	1.23
3-4AM	1.29	1.49	1.31	1.62	1.79	1.30
4-5AM	1.26	1.15	1.06	1.26	1.30	1.29
5-6AM	1.03	0.96	1.01	1.00	1.13	1.17
6-7AM	1.03	0.99	1.00	1.00	1.05	1.06
7-8AM	1.03	1.09	1.02	1.00	0.97	0.98
8-9AM	1.02	1.35	2.12	1.01	1.00	0.98
9-10AM	1.12	1.20	1.93	1.04	1.47	0.99
10-11AM	1.18	1.05	1.71	1.19	1.81	1.03
11AM-12PM	1.28	1.09	1.94	1.31	2.78	1.40

[2] MDOT State Highway Administration (SHA). 2021. Maryland State Highway Mobility Report 2021, Tenth Edition. https://www.roads.maryland.gov/OPPEN/2021_mobility_report.pdf

Time of Day	2022 Non-Summer Weekday		2022 Summer Friday		2022 Summer Sunday	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12-1PM	1.27	1.34	1.85	1.57	3.08	2.07
1-2PM	1.29	1.49	2.10	2.13	3.33	2.74
2-3PM	1.34	1.14	2.79	2.54	3.52	4.13
3-4PM	1.63	1.08	3.21	3.83	2.91	4.60
4-5PM	1.98	1.18	3.03	2.53	2.67	4.60
5-6PM	1.80	1.29	2.73	2.08	2.17	4.05
6-7PM	1.37	1.27	1.51	3.05	1.46	3.59
7-8PM	1.06	1.08	1.89	4.83	1.15	2.81
8-9PM	1.46	1.25	1.70	1.16	1.02	1.88
9-10PM	1.52	1.57	1.06	1.19	1.04	1.28
10-11PM	1.22	1.53	1.00	1.45	1.04	1.06
11PM-12AM	1.26	1.57	1.01	1.10	1.06	1.05

The poor reliability of trip travel times across the Chesapeake Bay supports the need for additional capacity. With expected growth in vehicle queue length, duration, and a predicted increase in the number of hours of "unsatisfactory" LOS, which refers to LOS E or worse, trip reliability is expected to decrease.

2.2.2 Mobility

There is a lack of mobility for all modes of travel, including vehicles, trucks, and transit services, caused by existing and anticipated future conditions at the Bay Bridge. Mobility is defined as the "safe, efficient, and reliable movement of people, goods and services".[3] Congestion at the Bay Bridge and its approaches and subsequent spillover effects on local roadways limit the movement of people, goods, and services across the Chesapeake Bay and in adjacent communities.

2.2.2.1 Regional Mobility

The connection provided by the existing Bay Bridge is critical to the overall mobility, accessibility, and economic prosperity of the region. U.S. 50/301 is also part of the Primary Highway Freight System, a network of highways managed by the FHWA Office of Freight Management and Operations that has been designated as the most critical highway portions of the United States freight transportation system. Since U.S. 50/301 is an important freight route for cargo moved via trucks, forecasted increases in traffic volume will increase travel times and decrease travel reliability, decreasing the efficient movement of goods and impeding commerce to and from communities around the Chesapeake Bay.

As an evacuation route, the Bay Bridge is a critical connection during emergencies. Certain weather conditions can also affect the operation of the Bay Bridge. Thus, the ability of the current span to efficiently move high volumes of traffic can vary, particularly during weather events when many travelers may specifically depend on the bridge. The current Bay Bridge provides the only roadway connection across the Chesapeake Bay over nearly 200 miles; Elkton, Maryland to the north is over 50 miles away from the current Bay Bridge, and the Chesapeake Bay Bridge-Tunnel, which provides an additional connection across the Chesapeake Bay, is over 130 miles to the south in Virginia.

[3] *Maryland State Highway Mobility Report*, Thirteenth Edition (2024), p.1.

2.2.2.2 Origins and Destinations

During typical non-summer weekdays, approximately 48 percent of trips crossing the Bay Bridge begin or end in Queen Anne's County while approximately 48 and 47 percent of trips crossing the Bay Bridge respectively begin or end in Anne Arundel County. These are typical origins and destinations for local or commuter trips. During summer weekends, there is a higher percentage of trip destinations beyond Anne Arundel and Queen Anne's counties, as compared to weekday trips.

2.2.2.3 Local Mobility

Higher levels of congestion can produce spillover traffic onto the local roadway network. Congestion can limit mobility and connectivity within local communities and can inhibit access to employment, healthcare, and other important resources, whether nearby or across the Chesapeake Bay. Heavy traffic can cause delays in response times for emergency service providers managing incidents on U.S. 50/301 and restrict residents within the adjacent local communities from accessing necessary emergency services when needed. Additionally, congested conditions make merging onto the U.S. 50/301 roadway difficult, causing traffic congestion at local roadways with connections to on-ramps. Local roadways typically experience spillover traffic most frequently during periods of high queuing on U.S. 50/301, meaning it is most severe during rush-hour traffic in late afternoons and particularly during summer weekends. Since queues are anticipated to increase in length and duration, local spillover traffic is also anticipated to increase and worsen in the future.

2.2.2.4 Transit Services

The only transit services that cross the bridge are the Maryland Transit Administration (MTA) Commuter Bus Service and the Queen Anne's County Ride Annapolis Route. In addition to transit agencies, local organizations and private operators provide bus service for medical trips as well as senior and disabled individual transport. All transit agencies and providers report congestion on local roadways in the vicinity of U.S. 50/301 on both sides of the Bay Bridge as a major issue in maintaining dependable transit schedules, specifically on Thursday and Friday afternoons.

2.2.2.5 Pedestrian and Bicycle Connectivity

The existing Bay Bridge does not include any facilities dedicated for pedestrian or bicycle use. Additionally, due to the type of roadway, limited shoulder widths, and speed limits, safe on-road bicycle use is not possible across the Bay Bridge. U.S. 50/301 also lacks direct connectivity to other pedestrian and bicycle facilities on either side of the Chesapeake Bay.

2.2.3 Roadway Deficiencies

While the MDTA strives to maximize safety at the Bay Bridge and approaches, the existing bridge does not adhere to current design criteria and/or standards because of the existing lane widths, lack of shoulders, and other factors. Since existing conditions do not meet current design standards, they do not provide nominal safety, as defined by FHWA and National Cooperative Highway Research Program (NCHRP) Report 480.[4]

[4] NCHRP Report 480 A Guide to Best Practices for Achieving Context Sensitive Solutions, Transportation Research Board, Washington, D.C., 2002, Page 52.
https://highways.dot.gov/safety/zero-deaths/integrating-road-safety-nepa-analysis-primer-safety-and-environmental-4. U.S. Department of Transportation, Federal Highway Administration,

2.2.3.1 Current Cross Section Conditions

Several elements of the existing Bay Bridge cross section are geometrically deficient, including current lane and shoulder widths. Both eastbound and westbound on the Bay Bridge, the lane widths range from approximately 11 feet to 12 feet. In each direction, there is a maximum two-foot offset on the outside of the travel lanes to the outside barrier. According to Maryland Department of Transportation (MDOT) Policy,[5] travel lanes for bridges and roadways should be a minimum of 12 feet wide, and lane and shoulder widths on bridges should match the approach roadway. The U.S. 50/301 approach roadways have 12-foot lanes and 10-foot shoulders. Additionally, according to SHA Structural Design Guidance, the minimum cross section for a bridge structure should be 32 feet; the eastbound span does not meet this current standard.[6]

2.2.3.2 Incident Management and Maintenance

Traffic-related incidents and weather events have the potential to cause lane closures and affect the need and timing for contra-flow (two-way) operations on the Bay Bridge. During incidents, the limited existing shoulder space and narrow lanes make it difficult for emergency responders to reach incidents, conduct incident management procedures, and close lanes if needed, causing delays in response times. Additionally, the narrow widths often impede bridge maintenance activities. Current narrow shoulder widths provide insufficient room for roadway workers who need to conduct maintenance activities. Frequently, the lack of space requires lane closures, which further constrain traffic flow.

2.2.3.3 Fall Protection

Due to the height of the bridge, a fall from the Bay Bridge into the Chesapeake Bay could be fatal. While the Bay Bridge has concrete barriers and steel guardrails to guide motorists across the bridge, the current structures do not have tall barriers or netting to prevent falls from the bridge. Fall prevention systems on the bridge currently include cameras to help identify people in crisis, emergency call boxes, signs with fall prevention information, and a team of eight MDTA patrol officers who specialize in crisis negotiations.

2.2.4 Existing and Future Maintenance Needs

Due to the age (74 years for the eastbound span and 53 years for the westbound span) and design life of the existing Bay Bridge, substantial maintenance of the facility is needed now and in the future. These maintenance needs lead to lane closures that make incident management more difficult and cause increased traffic congestion and delays.

The existing Bay Bridge structures are currently in satisfactory condition (i.e., structural elements show some minor deterioration) and can remain functional for the next several decades, until around 2065 with scheduled rehabilitation and maintenance (e.g., painting, deck replacement, suspension cable rehabilitation, and electrical repairs).[7] However, maintenance and rehabilitation activities on the Bay Bridge often require lane closures. These restrictions reduce capacity on the Bay Bridge and increase congestion on the bridge and at its approaches.

[5] MDOT. No date. Policy Manual, Bridge: Width. https://policymanual.mdot.maryland.gov/mediawiki/index.php?title=Bridge:_Width

[6] MDOT State Highway Administration (SHA). January 13, 2020. Structural Design Guidance: Design Section. https://www.roads.maryland.gov/OBD/GPM-OOS-01-Design.pdf

[7] MDTA, *U.S. 50/301 William Preston Lane Jr. Memorial (Bay) Bridge: Life Cycle Cost Analysis* (2015). https://mdta.maryland.gov/sites/default/files/Files/Bay_Bridge_LCCA_Report_12-2015.pdf

The amount of maintenance and rehabilitation activities needed will increase as the Bay Bridge ages. Beyond 2025, major superstructure and substructure rehabilitation/replacement work involving short- and long-term lane closures would be required to maintain satisfactory condition of the bridges. The reduced capacity and projected increase in traffic would create more congestion and even less reliable travel operations across the Chesapeake Bay than exists today. Certain required major rehabilitation, such as beam replacements, will require full-time (24/7) lane closures, which historically have had severe impacts, even in winter months. The MDTA anticipates the cost of all maintenance projects from 2025 through 2065 to be approximately $3.8 billion.

2.2.5 Navigation

The existing Bay Bridge serves as a key constraint for ships that travel on the Chesapeake Bay, including to the Port of Baltimore. Accommodating existing and future ship navigation and traffic on the Chesapeake Bay is important to maintaining the vitality of the Port of Baltimore and commerce in Maryland. The proposed height of the new Bay Bridge to accommodate future ship traffic is 230 feet.

2.2.5.1 Shipping Operations

The Chesapeake Bay is used by a wide variety of maritime vessels including skiffs, sailboats, fishing boats, research vessels, schooners, and other pleasure watercraft. Additionally, it serves as a significant maritime transportation route for cargo and cruise ships accessing Maryland's Port of Baltimore.

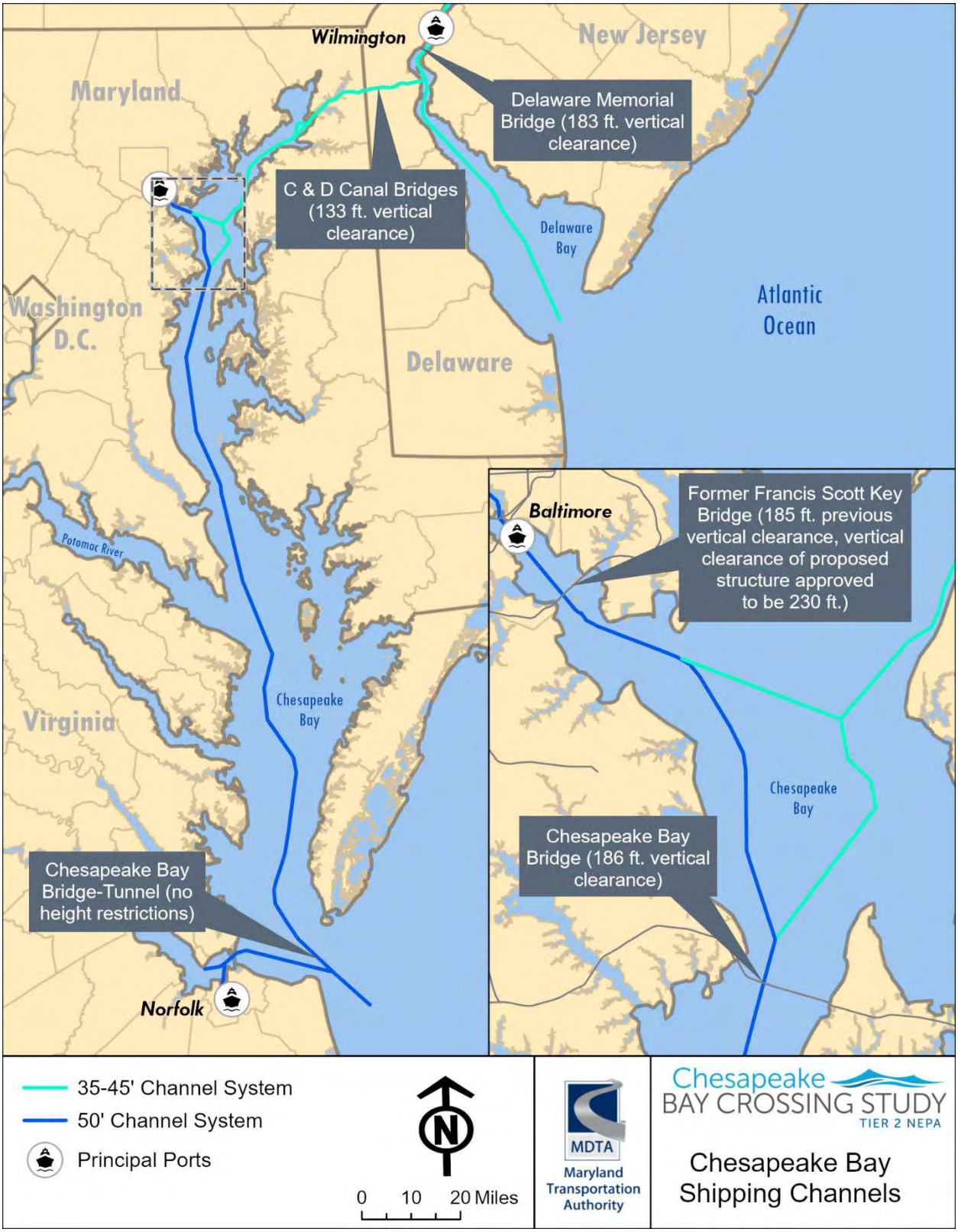
The main shipping channel, classified for both shallow and deep draft vessels, extends along the west side of the Chesapeake Bay and under the highest suspension section of the Bay Bridge. The channel is 50 feet deep and generally 1,000 feet wide with a vertical clearance of 186 feet. There is also a secondary channel under the Bay Bridge that is used by smaller vessels located directly east of the main shipping channel. This secondary channel is 90 feet deep and 725 feet wide. The vertical clearance at the secondary channel is 65 feet. The shipping channels to the Port of Baltimore are displayed in **Figure 2-2**.

Aside from the mouth of the Chesapeake Bay, the only other maritime point of access to the Atlantic Ocean from the Port of Baltimore is through the Chesapeake & Delaware (C&D) Canal. The canal presents stricter limitations on the size of cargo ships and the amount of cargo that can navigate through it. Thus, the main shipping channel that runs under the Bay Bridge is the primary and essential trade route for the Port of Baltimore.

2.2.5.2 Channel Limitations

The existing Bay Bridge spans limit vertical clearance through the Chesapeake Bay to 186 feet. The vertical clearances to the Port of Baltimore are depicted in **Figure 2-2**. The Francis Scott Key Bridge, located closer to the Port of Baltimore, once had a similar vertical clearance to the Bay Bridge (185 feet), before its collapse on March 26, 2024. The U.S. Coast Guard (USCG) bridge permit for a new Francis Scott Key Bridge states that the new vertical clearance of the bridge will be 230 feet. On November 28, 2025, the USCG issued a Preliminary Navigation Clearance Determination (PNCD) which recommended a vertical clearance of 230 feet and horizontal clearance of 1,500 feet for a new crossing of the Chesapeake Bay near the existing Bay Bridge.

Figure 2-2: Shipping Channels and Vertical Clearances to the Port of Baltimore



2.2.5.3 Future Shipping Traffic

Due to the cost savings of utilizing larger ships to move larger quantities of goods, cargo ships are expected to increase in size within the next decade as older vessels are phased out. The largest class of cargo vessel anticipated to call at the Port of Baltimore through 2040 is the Post Panamax Generation III Max, which requires a vertical clearance of 181.9 feet. Additionally, the Maryland Port Administration predicts water levels of the Chesapeake Bay may limit Post Panamax III Max vessels at the Bay Bridge starting in 2045.

Currently, only approximately 31 percent of cruise ships can access the Port of Baltimore due to clearance limitations. Furthermore, cruise ships are expected to continue to increase in size. Most cruise ships that have been recently built or that are currently under construction exceed the clearance under the existing Bay Bridge and are therefore unable to call at the Port of Baltimore. Maintaining the shipping route through the Chesapeake Bay and providing clearance for large cargo carriers and cruise lines is critical for supporting the present and future needs of the Port and Maryland's economy.

The current design and condition of the Bay Bridge's pier protection complies with its Federal permit. The MDTA issued a Request for Proposals (RFP) in February 2026 for a separate project to design and construct a bridge protection system at the existing Bay Bridge. The purpose of the proposed project is to enhance existing protections to mitigate the risk of damage to the bridge piers from accidental collision by vessels as recommended by current bridge standards.

2.3 Additional Objectives

Beyond the study needs, two objectives have been considered throughout the process of developing and evaluating Tier 2 Study alternatives. The objectives are (1) environmental responsibility and (2) cost and financial responsibility. These objectives provide additional criteria for evaluating the reasonableness of alternatives and represent issues the MDTA has deemed important given the sensitivity of the Chesapeake Bay as an environmental resource. The MDTA's goal is to balance the potentially substantial benefits and impacts of major infrastructure projects among all users and neighboring communities, with limited availability of funding resources.

2.3.1 Environmental Responsibility

"Environmental Responsibility" in the context of this Tier 2 Study is understanding the significance of the natural, built, and human environment and endeavoring to make decisions to meet the purpose and need while limiting negative impacts to these resources. The MDTA recognizes the importance of the Chesapeake Bay and the significant role it plays in the lives of those living in its watershed, and beyond. The Tier 2 Study identifies potential environmental impacts to the Chesapeake Bay and surrounding areas and develops opportunities to avoid, minimize, and mitigate those impacts. Central to the MDTA's environmental stewardship commitment, any proposed build alternative must consider the sensitive resources of the Chesapeake Bay, including existing environmental conditions, and the potential for adverse impacts to the Bay and the important natural, recreational, community, socio-economic, and cultural resources it supports. This Tier 2 Study considers the full range of environmental issues at the project level, such as:

- natural resources (e.g., the Chesapeake Bay, floodplains, wetlands, water quality, flora, fauna, prime farmland);
- coastal zone management policies;
- resiliency;
- cultural resources (e.g., archaeology, historic properties);
- community resources;
- socio-economics (e.g., land use compatibility, economics);
- Section 4(f) properties (e.g., parks, historic sites);
- air quality;
- noise; and
- hazardous materials.

2.3.2 Financial Responsibility

To assess potential build alternatives, as well as the implications of taking no action, the MDTA is considering financial responsibility as an objective. The MDTA is exploring funding strategies for any potential Bay Crossing improvements.

On July 28, 2026, the BRTB amended the metropolitan transportation plan to include the project, and approved a TIP that includes the project with $14 million for engineering and $4 million for right of way. **Appendix C** includes the resolution from BRTB that approves the project within the Long Range Transportation Plan (LRTP) and TIP.