

**The Chesapeake Bay Bridge
Reconstruction Advisory
Committee
HB. 56/Ch. 611, 2020 Session
Laws**

**A Report to the Governor and
The Maryland General Assembly**

July 2026

MSAR #12722

Introduction

The Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) prepared this report in response to language contained in House Bill 56, Ch. 611, Acts of 2020, codified as Maryland Annotated Code, Transportation Article, §4-212(k)(2). The language states:

On or before July 1, 2021, and each July 1 thereafter, the Advisory Group shall report its activities and recommendations to the Governor and, in accordance with § 2-1257 of the State Government Article, the General Assembly.

The BBRAG was established in 2020 for the purposes of providing the Maryland Transportation Authority (MDTA) with an independent, citizen-informed perspective on the MDTA's operations at the William Preston Lane, Jr. Memorial Chesapeake Bay Bridge (Bay Bridge); to work collaboratively with the MDTA and provide pertinent input related to traffic and customer service issues; and assist the MDTA in:

1. Assessing potential concerns about activity relating to the Chesapeake Bay Bridge; and
2. Educating the general public about activity relating to the Chesapeake Bay Bridge

The MDTA engages in extensive outreach efforts to Bay Bridge users, stakeholders, elected officials, and local communities through the Bay Bridge website (www.baybridge.com), public relations, education efforts, grassroots marketing, and new technologies. The MDTA keeps customers informed on traffic and wind advisories, major incidents, and construction schedules through 1-877-BAYSPAN (229-7726), X (formerly Twitter) (x.com/TheMDTA), and via email alerts delivered through govdelivery.com. The MDTA also posts details regarding BBRAG meetings, agendas, meeting minutes, and livestream video archives on its website.

The MDTA provides staff to support the BBRAG.

Membership

Surname	First Name	Member	Term Expires
Bradley	Mr. Peter	Anne Arundel Co. Appt.	2025*
Broderick	Mr. Jack	Governor Appt.	2025*
Deoudes	Mr. Nicholas J.	Governor Appt.	2024*
-	VACANT	Governor Appt.	2026
Foster	Mr. John	Governor Appt.	2026
Gable	Mr. David	Queen Anne's Co. Appt.	2027
Lynch	Ms. Patricia	Governor Appt.	2025*
Moran	Commissioner Jim	Queen Anne's Co. Appt.	2027
Arthur	Mr. David	Anne Arundel Co. Appt.	2026
-	VACANT	Governor Appt.	2027
Schulz	Mr. Tracy	Governor Appt.	2026
Farrow	MDOT Director of External Affairs Ms. Lynn	Ex officio, Secretary of Transportation Designee	-
Gartner	MDTA Executive Director Mr. Bruce	Ex officio	
Pines	Administrator, MDOT SHA Mr. Will	Ex officio	-

*Per HB 56, members continue to serve after their term expires until they are either reappointed or replaced.

Meetings

In advance of each meeting, Ms. Melissa Bogdan of the MDTA sends an email to BBRAG members inviting them to the BBRAG. Members are provided with draft minutes of the previous meeting to be approved and a meeting agenda.

For new members, Ms. Melissa Bogdan sends a welcome email inviting them to the next meeting of the BBRAG. New members are provided with a meeting agenda, a directory of BBRAG members and key MDTA staff, the text of House Bill 56 (2020), and the By-Laws of the BBRAG.

Members are sent an agenda and materials to be presented before each meeting, in addition to being posted on the BBRAG webpage, which is maintained by the MDTA.

July 9, 2025

At this first meeting of the BBRAG term for 2025-2026, members elected a new Chair and Vice-Chair as required per the BBRAG By-Laws; Member Schulz was returned as Chair and Member Broderick was returned as Vice-Chair. Members were informed that the annual report for 2024-2025 was submitted to the Governor and General Assembly on July 1. Members received construction updates from the MDTA, the MDOT SHA, and an update on the Bay Crossing Tier 2 NEPA Study. Member Pines was represented by MDOT SHA Deputy Administrator/Chief Engineer of Operations Terri Soos who provided an update of MDOT SHA's local projects. MDTA Director of Planning and Program Development, Melissa Williams, provided an update for the Bay Crossing Tier 2 NEPA study.

Members discussed larger vehicle restrictions and stopping contraflow to address westbound backups.

Quarterly Group Report to the MDTA

Member Deoudes stated backups remain the biggest issue and there is a need for additional capacity, understanding that until it is constructed, there will be no improvement to congestion or travel times. He noted that congestion occurs only at certain times and that there needs to be a positive outlook regarding a new bridge and additional travel lanes.

Member Broderick thanked the MDTA for its strong presence on Kent Island Day and SHA for delaying the ramp closure program to facilitate it. He stated that community concerns he hears most often concern the new bridge, its design, and how compact the US 50 crossing will be on Kent Island. He also stated that a local concern is a proposed Dunkin' Donuts at Cox Neck Rd and Postal Rd, which the community feels will add traffic to an already busy intersection, adding that the community is hoping for SHA support.

Member Bradley stated that on June 27th, Waze did not show the Exit 32 onramp as closed, causing the service road to block up as drivers tried to access US 50 at Exit 30.

Member Arthur stated that he recently met with the Mayor of Annapolis and discussed Bay Bridge matters. He added that there is frustration among the public over the congestion and the fact that there is nothing that can be done immediately. He emphasized the need for patience.

Member Lynch shared a number of concerns her community has including a traffic signal at Pleasant Plains Rd, and several inactive light poles at Exit 28. Member Lynch stated that weeds at Cape St. Clare Rd are presenting a visibility issue and that the Sandy Point reservation system seems to be helping with traffic. Member Lynch expressed thanks to Ms. Soos and Kim Tran for attending a recent Broadneck Council of Communities (BCCC) meeting and presenting an update on transportation

issues in the area, and Melissa Williams, Heather Lowe, and Eric Almquist who presented more detail on the Bay Crossing Tier 2 NEPA Study than she'd seen elsewhere.

Member Schulz shared details of a recent emergency event where a helicopter landed on the westbound span of the Bay Bridge in order to transport a crash patient to shock trauma.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved Minutes
- BBRAG Contraflow and Truck Restrictions Presentation
- Eastern Shore Ramp Management (overpasses)

October 1, 2025

Members received construction updates from the MDTA, the MDOT SHA, and an update on the Bay Crossing Tier 2 NEPA Study. MDTA Chief Engineer Jim Harkness provided an overview of ongoing projects at the Bay Bridge in addition to providing a review of 2025 summer season traffic volumes. Member Pines was represented by MDOT SHA Deputy Administrator/Chief Engineer of Operations Terri Soos, who provided an update on local projects, including the preliminary data from the ramp management pilot program on the western and eastern shore in contrast to previous years and feedback received from the Kent Island community. MDTA Chief Engineer, James Harkness, provided an update of the existing truck regulations signs that are in place along the corridor.

Members were provided with details on the upcoming Bay Bridge Run to be held the following month. MDTA Chief Operating Officer, Richard Jaramillo, also provided an overview of the system to replace the text alert system that was implemented for the 2019 deck replacement project and that was not controlled by the MDTA.

Quarterly Group Report to the MDTA

Member Deoudes stated that he had a lunch meeting with Heather Tinelli from Queen Anne's County Economic and Tourism Development and that some business owners have a favorable opinion of the ramp closures and others do not.

Member Broderick stated that the general perspective of community members is that the impact of the ramp closures on the community has been positive. He added that they are anxiously waiting for new infrastructure that is being considered by the Bay Crossing Study. Finally, Member Broderick described the local development issue at Cox Neck Rd and US 50 related to a proposed Dunkin Donuts. He stated that it was turned down by planning commission and believes that a new traffic study is likely to be undertaken before it is resubmitted for approval.

Member Gable had no updates to share.

Member Lynch thanked SHA for addressing the downed light poles and dead lights. She stated that Chick-fil-A received approval to open a location on Richie Highway and the local community has concerns over increased traffic on local. Member Lynch also brought up the issue of proliferation of [advertising] signs along state highways.

Member Gartner provided an overview of a lane use control enforcement blitz initiated by the MDTA police.

Member Arthur stated that recent mayoral and primary elections were held in Annapolis where the future of the Bay Bridge was top of the agenda. He stated that people are anxious about the Bay Crossing Study schedule and that he has let community members and festival organizers know that help is on the way.

Member Gartner stated that the Queen Anne's County Consolidated Transportation Plan (CTP) meeting recently took place and that more details will be forthcoming for the County's commissioners. Referring to a recent social media post about columns supporting the Bay Bridge, Member Gartner stated that MDTA Operations did look at the pier on Sunday, 9/29 and discovered that the girders on the top of the pier are centered on the cap which is the important aspect to be considered. He added that historical photos of the location in question show the off centered condition in existence.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved minutes
- MDTA WEA Templates
- WPL BBRAG Summer Lookback

January 7, 2026

Members received construction updates from the MDTA, MDOT SHA, and an update on the Bay Crossing Tier 2 NEPA Study. Members were shown a draft version of an information video for the eastbound span deck replacement project. MDOT SHA Deputy Administrator/Chief Engineer of Operations Terri Soos provided an update on local projects. Member Schulz announced the appointment of Acting Secretary Kathryn "Katie" Thomson.

Members were provided with details of the cancellation of Bay Bridge Run. Members also discussed lane use controls on the eastern shore. Member Gartner provided an update on a request MDTA received from the Queen Anne's County Veterans of Foreign Wars to fly a flag from the bridge on Independence Day. Member Schulz presented a letter drafted in support of the BCS to be sent by the BBRAG. Member

Broderick motioned to approve the sending of the letter as presented with a second from Member Deoudes. The letter was approved with a unanimous vote.

Quarterly Group Report to the MDTA

Member Deoudes stated that he attended a Chamber of Commerce event in November where other attendees asked about details regarding the new Bay Crossing. He also attended a Queen Anne's County Veteran and Military Support Alliance (VAMSA) meeting on the eastern shore where the proposal for bike lanes on the bridge without the implementation of protective measures raised concerns about suicides. Member Deoudes informed attendees that the idea is just a proposal at this stage and noted that there is excitement that there is a tangible option for a new crossing.

Member Broderick also attended the same two meetings as Member Deoudes and noted a lot of conversation and good press coverage on Kent Island. He stated that the Alternative C decision was well received and that people he spoke with raised two questions: what will happen to traffic on Kent Island and whether the lane drop off the bridge will work long-term, with the former tied to US 50 widening. He added that an individual he spoke with today supported a bike lane on the new bridge but emphasized the importance of suicide prevention measures and is looking forward to more information.

Member Lynch stated that she shared a report of the October BBRAG meeting with the Broadneck Council of Communities (BCCC) and the Anne Arundel County Growth Action Committee.

Member Foster commended the MDTA for the various forums they have held which, he noted, have been beneficial. He requested that the MDTA continue this method of communication.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved minutes
- Bay Bridge Crossing Tier 2 NEPA Study presentation
- BBRAG Support Letter of Alternative C

April 1, 2026

At the time of this report, the minutes of this meeting are scheduled for consideration and approval at the upcoming BBRAG meeting on July 1, 2026 meeting.

At the fourth and final meeting of the 2025-2026 BBRAG term, members received construction updates from both the MDTA and the MDOT SHA and an update on the

Bay Crossing Tier 2 NEPA Study by MDTA Director of Planning and Program Development, Melissa Williams, following the DEIS Public Hearings. Member Gartner provided an update on efforts to install a flagpole on the Kent Island side ahead of the 4th of July.

Member Gartner provided an update on the MDTA's investigation, conducted with a consultant, into the directional control signal monitoring system and on House Bill 1614, which was introduced late in the legislative session. Additionally, MDTA Chief Operating Officer, Richard Jaramillo provided an overview on the new BAYSPAN implementation.

Quarterly Group Report to the MDTA

Chair Schulz stated that a request was received from Johns Hopkins School of Medicine for BBRAG members to participate in a student-led project related to receiving community perspectives on suicide prevention at the Bay Bridge. He asked if any member was interested in participating in the study to reach out to Melissa Bogdan.

Chair Schulz thanked the MDTA and SHA for their work on snow and ice removal from the bridge this winter. He stated that the agencies did a great job on keeping up with the removal as there were no incidents on the bridge.

Member Broderick shared concerns that community members raised during the Bay Crossing Study Draft EIS Public Hearing in Kent Island. He mentioned that as Commissioner Moran shared, there is a lot of public concern about whether Alternative C (6-8-6) would be effective. Member Broderick asked when ramp closures will start and suggested for them to begin after Kent Island Day.

Member Moran introduced Queen Anne's County blog. All commissioners post once a week on the blog about different topics to reach citizens and learn more about Queen Anne's County.

Member Lynch stated the testimonies expressed more support than opposition for the SUP path.

Member Arthur was interested to know more details about the potential bike path and how safe it would be riding across the bridge of this magnitude as a member of a cycling group. Member Schulz explained that instead of having a potential shared-use path on each bridge span, it will be a two-directional pathway on a single span.

Member Deoudes continues to engage with the community, elected officials, and local organizations in answering questions, listening to citizen concerns, and reporting any updates which he is aware of regarding the Bay Bridge and associated issues. Across multiple events, he consistently heard concerns about summer traffic, existing bridge safety and ongoing bridge repairs, lane use control enforcement, and the impacts on residents, businesses, and emergency responders. He also received strong opposition

to the proposal for a shared use path on the new crossing due to suicide-prevention concerns, while noting organized support from cycling groups. He continues to share updates, gather feedback, and follow related legislative efforts.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Letter of Information – House Bill 1614

Appendix

Agenda of July 9, 2025 BBRAg Meeting
Minutes of July 9, 2025 BBRAg Meeting

Agenda of October 1, 2025 BBRAg Meeting
Minutes of October 1, 2025 BBRAg Meeting

Agenda of January 7, 2026 BBRAg Meeting
Minutes of January 7, 2026 BBRAg Meeting

Agenda of April 1, 2026 BBRAg Meeting

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, July 9, 2025, 6:00 PM

IN-PERSON MEETING

This is an In-Person BBRAG Meeting being conducted at the Maryland Transportation Authority Police Building located at 881 Oceanic Dr, Annapolis, MD 21409.

This In-Person Open Meeting will be livestreamed via Microsoft Teams. You can listen to the livestream via [this link](#) or by calling +1 443-409-5228 and entering 123 477 185# when prompted for a Conference ID.

If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to mbogdan@mdta.state.md.us no later than 5:00 p.m. on Monday, July 7, 2025. You MUST pre-register in order to comment and MUST be able to attend the meeting in-person to present your comment. Once you have pre-registered you will receive an email with all pertinent information

Welcome and Attendance	6:00 PM
Member Schulz, BBRAG Chair	
Election of Chair and Vice-Chair	6:05 PM
BBRAG	
Approval – Open Session Meeting Minutes of April 2, 2025	6:10 PM
BBRAG	
2025 Annual Report	6:15 PM
BBRAG	
Report – Quarterly Group Activities and Recommendations	6:20 PM
BBRAG	
Report – MDTA & MDOT SHA Updates	6:35 PM
Jim Harkness, MDTA Chief Engineer & Teri Soos, MDOT SHA Deputy Administrator / Chief Engineer of Operations	
Report – Bay Crossing Tier 2 NEPA Study	7:00 PM
Melissa Williams, Director, MDTA Department of Planning and Program Development	
Unfinished Business	7:10 PM
New Business	7:15 PM
Chester River Beach/Nesbit/Oceanic Access	
Member Moran	
Large Vehicle Restrictions	
Member Moran	
Public Comments	7:30 PM

For technical support during the meeting, please call 443-829-3844

Next Meeting: Wednesday, October 1, 2025 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, July 9, 2025

Regular Meeting

OPEN SESSION

Tracy Schulz, Chair

Members in Attendance

David Arthur
Jack Broderick
Peter Bradley
Nicholas Deoudes
Lyn Farrow
Bruce Gartner*
Pat Lynch
Jim Moran
Tracy Schulz
Will Pines**

Staff in Attendance

Melissa Bogdan
Billy Clough
Amy Daniel
Ken Fender
Jim Harkness
Charles Kenny
Kim Millender

Others in Attendance

Todd Mohn, Queen Anne's County
Daniel Allen

Members Not in Attendance

John Foster
David Gable
Donald Schloss

*Member Gartner was represented at the meeting by MDTA Chief Operating Officer, Richard Jaramillo

**Member Pines was represented at the meeting by MDOT SHA Deputy Administrator / Chief Engineer of Operations Teri Soos

Robert Rager
Mike Rice
Tim Ryan
Brad Ryon
Brianna McEachern
James Turner
Melissa Williams

At 6:02 p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order.

Election of Chair and Vice-Chair

Outgoing BBRAG Chair Schulz stated that per the BBRAG By-Laws, the BBRAG must elect a Chair and Vice-Chair for the upcoming year.

Member Deoudes motioned to nominate Member Schulz for re-election with a second from Member Broderick. Member Schulz was elected Chair with a unanimous vote.

Member Deoudes motioned to nominate Member Broderick for re-election with a second from Members Moran. Member Broderick was elected Vice-Chair with a unanimous vote.

Approval – Minutes of April 2, 2025 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the April 2, 2025 meeting that were distributed to the members with none being put forward.

Member Farrow motioned to approve the minutes of the April 2 meeting with a second from Member Lynch. The minutes were approved with a unanimous vote.

2025 BBRAG Annual Report

Chair Schulz stated the report was submitted to the Governor and General Assembly on July 1. He opened the floor to the group for discussion with Member Broderick commending the quality of the report.

Report – Quarterly Group Activities and Recommendations

Chair Schulz stated that per House Bill 56, the BBRAG must report on the group's activities since the last meeting and provide any recommendations they have based on those activities.

Chair Schulz reminded BBRAG members to submit their quarterly activity report to Melissa Bogdan for tracking and use in next year's annual report.

Member Doudes stated that backups are still the biggest issue with people believing that the MDTA is not doing a good enough job managing them. He added that there is a need for more than the five travel lanes currently in operation and understands that until additional capacity is constructed, there will be no improvement to congestion or travel times. Member Deoudes also stated that timing is an issue with the congestion as it only occurs at certain times and that there needs to be a positive outlook with regards to a new bridge and additional travel lanes.

Member Broderick thanked the MDTA for attending the recent Kent Island Day held in May with a strong and active presence with staff from the Bay Crossing Tier 2 NEPA study sharing information about the project, and the MDTA Police Color Guard marching in the parade. Member Broderick also thanked SHA for delaying the ramp closure program to facilitate Kent Island Day. He added that the program appears to be working well. Member Broderick stated that community concerns he hears most often concern the new bridge, its design, and how compact the US 50 crossing will be on Kent Island. Member Broderick stated one local concern is a business proposal at Cox Neck Rd and Postal Rd for a Dunkin' Donuts, which the

community feels will add additional traffic into an already busy intersection. He added that the community is hoping for SHA support in the matter.

Member Bradley stated that on June 27th, mobile app Waze did not show the Exit 32 on-ramp as being closed with the result that the service road blocked up completely as drivers attempted to access US 50 at Exit 30. Ms. Soos stated that SHA coordinates with Waze and other app companies regarding the ramp closures.

Member Arthur stated that he recently met with the Mayor of Annapolis and discussed Bay Bridge matters. He added that there is frustration within the public over the congestion and the fact that there is nothing that can be done immediately. He emphasized the need for patience.

Member Lynch shared a number of concerns her community has including a traffic signal at Pleasant Plains Rd where there is no left-turn light for eastbound traffic and the community feels there should be, and a number of inactive light poles at Exit 28 that have been a concern for five years. Ms. Soos stated that a contractor is scheduled to start this week inspecting and replacing lights and will be looking at light fixtures at five interchanges on the western shore. Member Lynch stated that weeds at Cape St. Clare Rd are presenting a visibility issue and that the Sandy Point reservation system seems to be helping with traffic. Member Lynch expressed thanks to Ms. Soos and Kim Tran for attending a recent Broadneck Council of Communities (BCCC) meeting and presenting an update on transportation issues in the area, and Melissa Williams, Heather Lowe, and Eric Almquist who presented more detail on the Bay Crossing Tier 2 NEPA Study than she'd seen elsewhere. She added that the meeting ran until 10pm and the Council are hoping to make it an annual event.

Member Schulz shared details of a recent emergency event where a helicopter was landed on the westbound span of the Bay Bridge in order to transport a crash patient to shock trauma.

Report – MDTA & MDOT SHA Updates

MDTA Chief Engineer Jim Harkness provided an overview of ongoing projects at the Bay Bridge.

Member Broderick inquired about efforts to address roadway surface issues. Mr. Harkness stated that crews have poured 42 link slabs (about 24% of total) at a rate of 2-3 pours per shift. The work is still weather dependent however. Responding to a question from Member Moran, Mr. Harkness stated that there are no issue with cracking and there has not been a need to mill the completed surfaces outside of small areas. Member Deoudes inquired if the cranes will remain in the water even though deck replacement has paused for the summer season. Mr. Harkness stated that the contractor will be performing other work on different parts of the bridge so the cranes will remain for the foreseeable future.

Responding to a question from Member Deoudes, Mr. Harkness stated that strengthening work on the trusses is related to the additional weight of the widened deck section with stiffening plates being added in addition to replacement of some original rivets with high-strength bolts.

Member Moran inquired about the design of the Bay Bridge pier protection with Mr. Harkness stating that it is in-progress towards a 30% design to be used to procure a construction manager

at risk (CMAR) contract. Member Moran questioned the wisdom of implementing pier protection on bridge structures likely to be replaced soon with the group entering into a discussion on the matter. Mr. Harkness stated that the design team are coordinating with the Bay Crossing Tier 2 NEPA study team to ensure that the pier protection design neither precludes, nor is precluded from, a future bridge design.

MDOT SHA Deputy Administrator/Chief Engineer of Operations Terri Soos introduced Ken Fender (SHA District engineer for Queen Anne's County). Ms. Soos stated that SHA has completed resurfacing on White Hall Rd with Member Bradley's striping request being received but only after the striping was already laid. She added that his request was not feasible due to left turn radius needs producing a lack of space for an additional right turn lane. Ms. Soos stated that SHA will also be resurfacing Oceanic Drive and College Pkwy after Labor Day. She added that the lighting at interchanges has already been discussed.

Ms. Soos stated that in Queen Anne's County, SHA looked at the MD 8 signal and agreed that there was a timing issue. Timing tweaks were made but SHA will wait for school to be back in session to confirm their effectiveness. Ken Fender offered to work with Tracy on the matter.

Report – Bay Crossing Tier 2 NEPA Study

MDTA Director of Planning and Program Development, Melissa Williams, provided an update for the Bay Crossing Tier 2 NEPA study:

- MDTA's study team has been working closely with the Federal Highway Administration, federal and state environmental resource agencies and both Anne Arundel and Queen Annes's Counties in completing the Bay Crossing Study: Tier 2 NEPA Draft Environmental Impact Statement or DEIS which is scheduled for late Fall.
- DEIS Public Hearings would also be held in late fall, a few weeks following the release of the DEIS.
- This will allow the public and other stakeholders time to review the DEIS and decide whether to provide public or private testimony.
- The DEIS will present the results of the detailed engineering studies along with the anticipated natural, social, and cultural resource impacts associated with each of the detailed study alternatives.
- MDTA anticipates holding one virtual and two in-person Public Hearings. One in-person will be held in Anne Arundel County and the other in Queen Anne's County similar to our 2022, 2023 and 2024 Public Open Houses.
- Staff highlighted that MDTA will be announcing its Recommended Preferred Alternative or RPA either late July or August. BBRAG will receive the RPA Press Release via email.
- NEPA activities have been advancing rapidly with a Final Environmental Impact Statement and Federal Highway Administration Record of Decision anticipated in late Fall of next year (2026).

- As many of you know, MDTA continues to receive a lot of interest from bicycle advocates wanting a shared pedestrian and bicycle path as part of the new bridge, so staff shared that a shared use path, separated from the vehicle lanes is still being considered as part of MDTA's Recommended Preferred Alternative.

Unfinished Business

Chair Schulz stated that there was no unfinished business from the April 2 meeting and none was brought forward.

New Business

Chester River Beach/Nesbit/Oceanic Access

Member Moran requested that contra-flow be stopped earlier on Sunday to address westbound backups. Mr. Jaramillo stated that capacity is the governing issue, and backups are being mitigated to the best that the MDTA can manage.

Member Moran requested that restrictions and contra-flow timing be added into traveler messaging. Mr. Jaramillo stated that the MDTA opposes set times for contra-flow because it is too restrictive and carries safety implications. Implementing set contra-flow times would create targets for travelers to aim for which would add traffic volume to roadways.

Large Vehicle Restrictions

Member Moran stated that additional signage is needed to inform truckers of the vehicle restrictions on the bridge. At least 2-3 more signs should be added in advance of the bridge as vehicles can't get over to right lane when they see the last sign at the bridge. Mr. Jaramillo stated that the MDTA agrees that such vehicles should not be in canter lane and shared a slide showing the location and content of the existing vehicle restriction signs. He added that the issues are continuous and come down to education and driver behavior. The MDTA continues information work through social media, signage, and enforcement but is unable to catch all vehicles.

Public Comments

No comments were received.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Foster at 7:09 p.m.

ATTACHMENTS:

- BBRAG Contraflow and Truck Restrictions Presentation
- Eastern Shore Ramp Management (overpasses) presentation

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA (Updated)

Wednesday, October 1, 2025, 6:00 PM

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If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to mbogdan@mdta.state.md.us no later than 5:00 p.m. on Monday, September 29, 2025. You MUST pre-register in order to comment and MUST be able to attend the meeting in-person to present your comment. Once you have pre-registered you will receive an email with all pertinent information

Welcome and Attendance Member Schulz, BBRAG Chair	6:00 PM
Approval – Open Session Meeting Minutes of July 2, 2025 BBRAG	6:10 PM
Report – Quarterly Group Activities and Recommendations BBRAG	6:20 PM
Report – MDTA & MDOT SHA Updates Jim Harkness, MDTA Chief Engineer & Teri Soos, MDOT SHA Deputy Administrator / Chief Engineer of Operations	6:30 PM
Report – Bay Crossing Tier 2 NEPA Study Melissa Williams, Director, MDTA Department of Planning and Program Development	6:55 PM
Unfinished Business Signage Update Jim Harkness, MDTA Chief Engineer & Teri Soos, MDOT SHA Deputy Administrator / Chief Engineer of Operations	7:05 PM
New Business Bay Bridge Run Jamie Turner, Bay Bridge Administrator Lane Use Control Enforcement Bruce Gartner, MDTA Executive Director Bay Bridge Wireless Emergency Alerts (WEA) Richard Jaramillo, MDTA Chief Operating Officer	7:10 PM
Public Comments	7:20 PM

For technical support during the meeting, please call 443-829-3844

Next Meeting: Wednesday, January 7, 2026, at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, October 1, 2025

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

Members in Attendance

David Arthur
Jack Broderick
Nicholas Deoudes
Lyn Farrow (virtual)
David Gable
Bruce Gartner
Pat Lynch
Tracy Schulz
Teri Soos

Members Not in Attendance

Peter Bradley
John Foster
Jim Moran
Donald Schloss

Staff in Attendance

Melissa Bogdan (virtual)
Billy Clough
Amy Daniel
Richard Jaramillo
James Kittleman
Charles Kenny
Megan Mohan

Mary O’Keeffe (virtual)
Jason Pulliam (virtual)
Robert Rager (virtual)
Mike Rice (virtual)
Tim Ryan (virtual)
Brad Ryon (virtual)
James Turner
Melissa Williams

Others in Attendance

Steve Cohoon, Queen Anne’s County
Preeti Emrick, Anne Arundel County (virtual)
Russell Cornish (virtual)

At 6:02p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order.

Approval – Minutes of July 9, 2025 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the July 9, 2025 meeting that were distributed to the members with none being put forward.

Member Broderick motioned to approve the minutes of the July 9 meeting with a second from Member Arthur. The minutes were approved with a unanimous vote.

Report – Quarterly Group Activities and Recommendations

Chair Schulz stated that per House Bill 56, the BBRAG must report on the group's activities since the last meeting and provide any recommendations they have based on those activities.

Chair Schulz reminded BBRAG members to submit their quarterly activity report to Melissa Bogdan for tracking and use in next year's annual report.

Member Deoudes stated that he had a lunch meeting with Heather Tinelli from Queen Anne's County Economic and Tourism Development and that some business owners have a favorable opinion of the ramp closures and others do not.

Member Broderick commented on the recent piling controversy adding that it is a public confidence issue at the moment. He stated that he is hoping for some kind of feedback to share with his community. Member Broderick stated that most community members think the ramp closures worked except those who live on MD 8. The general perspective is that the impact of the ramp closures on the community has been positive. He added that the community is anxiously waiting for new infrastructure that is being considered by the Bay Crossing Study. Finally, Member Broderick described the local development issue at Cox Neck Rd and US 50 related to a proposed Dunkin Donuts. He stated that he had discussed it with others at the zoning hearing and with [SHA District Engineer] Ken Fender. Unfortunately, the proposed development meets the minimum requirements for approval by SHA and County standards. He stated that it was turned down by planning commission and believes that a new traffic study is likely to be undertaken before it is resubmitted for approval.

Member Gable had no updates to share.

Member Lynch thanked SHA for addressing the downed light poles and dead lights. She stated that Chick-fil-A is proposing to open a location on Richie Highway that has received approval. The local community is not in favor and has concerns over increased traffic on local roads as a result. Member Lynch brought up the issue of proliferation of [advertising] signs along state highways. Ms. Soos stated that it is an ongoing issue for SHA that signs are being erected within their right-of-way and that they address them whenever they can.

Member Arthur stated that recent mayoral and primary elections were held in Annapolis where the future of the Bay Bridge was top of the agenda. He stated that people are anxious about the Bay Crossing Study schedule and that he has let community members and festival organizers know that help is on the way.

Member Gartner stated that the Queen Anne's County Consolidated Transportation Plan (CTP) meeting recently took place and that more details will be forthcoming for the County's commissioners.

Referring to a recent social media post about columns supporting the Bay Bridge. Member Gartner stated that MDTA Operations did look at the pier on Sunday, 9/29 with engineers and inspection crews going out after peak travel hours to confirm conditions. Member Gartner stated that the girders on the top of the pier are centered on the cap which is the important aspect to be considered. He added that historical photos of the location in question show the off-centered condition in existence. Regarding public comments on the delay of a statement from the MDTA, Member Gartner stated that the social media post was published on a weekend and that the MDTA needed time to confirm the conditions contained in the photo before responding. Member Arthur inquired as to why nothing has been done to address the apparent unsafe condition. Member Gartner stated that the bridge is in safe condition and therefore there is nothing to address.

Report – MDTA & MDOT SHA Updates

MDTA Chief Engineer Jim Harkness provided an overview of ongoing projects at the Bay Bridge in addition to providing a review of 2025 summer season traffic volumes.

Responding to a question from Member Deoudes, M. Harkness stated that there is a containment system for cleaning and painting work located below the roadway surface.

Responding to a question from Member Broderick, Mr. Harkness stated that the schedule for the pier protection project is two years.

Responding to a question from Member Broderick, Mr. Harkness stated that the MDTA has studied the impact of the Key Bridge collapse on westbound traffic volumes and found no noticeable difference to conditions prior to the collapse in 2024.

Member Lynch stated that she was curious if traffic volumes today have tracked projections contained in a study from ten years ago. Mr. Harkness stated that there were some years when traffic volume was lost (e.g. 2020). He stated that he would have to go back and see what the original projections were. He added that Thursdays are now getting busier during the summer and that traffic volume growth must be visible somewhere.

Member Deoudes asked if the pier cap contained in the recent social media has been that way forever? Mr. Harkness responded that it is on the bridge constructed in 1973, it has not moved since construction, and it was accepted as constructed. Mr. Harkness went on to explain that the connection between the pier and cap is a fixed connection. Once a pier has been driven, it is not going to be moved. The engineers instead changed their calculations and redesigned the cap to accommodate the new condition. Mr. Harkness stated that the recent preservation project (visible as the white coating on the pier) confirmed that previous protection was still on the top of the pier indicating that the pier and cap have not moved.

MDOT SHA Deputy Administrator / Chief Engineer of Operations Terri Soos stated that five interchanges on the western shore have had maintenance work performed on their lighting and that all light fixtures are working. She added that outdoor lighting is a continuous maintenance project.

Ms. Soos stated that daytime repaving of Oceanic Drive should be completed later this month (October). Maintenance work to replace deck drains, seals, and joints is being performed at night from Sunday through Thursday and is anticipated to be finished in early November.

SHA has received some preliminary data from the summer ramp closure program although there is more to collect and analyze before a full picture can be reported. The preliminary data suggests similarity to past years. On the Anne Arundel County side, there were a few minutes of travel time savings but with greater delay on US 50 approaching the bridge. From MD 70 (Rowe Boulevard) to the Bay Bridge is a distance of 7.6 miles and on Fridays the average travel time was 35 minutes in contrast to a few years ago when it was 28 minutes. Causes of the increased travel time include greater traffic volumes, weather conditions, etc. On the Queen Anne's County side, there was a small increase in travel times on Fridays. Saturday travel times grew to 31 minutes from 26 minutes. SHA received less feedback from the community on Kent Island this year but that it was generally positive. There was a slight US 50 travel time decrease of approximately 10-12 minutes for the fifteen-mile stretch back to US 301. The detour for traffic on MD 8 had a range of about 10-20 minutes. Member Broderick stated that allowing access at Shopping Centre Rd made big difference.

Report – Bay Crossing Tier 2 NEPA Study

MDTA Director of Planning and Program Development, Melissa Williams, provided an update for the Bay Crossing Tier 2 NEPA study:

- MDTA's study team has been working closely with the Federal Highway Administration, federal and state environmental resource agencies and both Anne Arundel and Queen Annes's Counties in completing the Bay Crossing Study: Tier 2 NEPA Draft Environmental Impact Statement (DEIS) which is now scheduled for January 2026 for public availability.
- The DEIS will identify MDTA's Recommended Preferred Alternative (RPA) which is the alternative that the MDTA considers the alternative to implement.
- The DEIS will be available to review on-line at baycrossingstudy.com in Late January
- Physical DEIS copies will also be available at select public locations to be listed on baycrossingstudy.com.
- DEIS Public Hearings are anticipated for February 2026 following DEIS release.
- MDTA anticipates holding one virtual and two in-person Public Hearings. One in-person will be held in Anne Arundel County and the other in Queen Anne's County like our 2022, 2023 and 2024 Public Open Houses.
- This allows the public and other stakeholders time to review the DEIS and decide whether to provide public or private testimony
- Please note that the overall anticipated November 2026 EIS completion date has not changed.

- MDTA's latest EIS Bay Crossing Schedule has been posted on baycrossingstudy.com with:
 - FEIS and Record of Decision anticipated to be completed in November 2026 and:
 - Final Design is, in an ideal scenario, anticipated to begin in Spring 2028 w/Construction anticipated to begin in Summer 2032. Both phases are dependent on the allocation of funding.
- MDTA also continues to attend study area and nearby events to share project updates and answer questions. Will be at Oktoberfest's in Stevensville on October 4, in Easton at the MVA on October 7 and 21, and at the Bay Bridge Run on November 9.

Responding to a question from Member Deoudes, Ms. Williams stated that the Coast Guard issues a permit that details certain physical parameters of a new bridge such as the height and width of the structure. A future bridge will have a vertical clearance of 230 feet instead of the 185-foot clearance of the current structures. The permit lists multiple bridges in order to cover all the bridge crossing alternatives under consideration. She added that the suspension spans will not be moved as the navigation channel in the Bay has not changed.

Unfinished Business

Signage Update

Jim Harkness provided an update of the existing truck regulations signs that are in place along the corridor. Responding to a question from Member Deoudes, Mr. Harkness stated that the signs apply to vehicles with a gross vehicle weight (GVWT) of over 5 tons.

New Business

Bay Bride Run

Bay Bridge Administrator James Turner stated that this year's event will take place on Sunday, November 9th. Coordination efforts are ongoing with counties and other public agencies. Just under 13,000 registered as September 19th. Messaging will be in place prior to the event on message signs warning motorists about the event and hopefully they will avoid the bridge on that day.

As in recent years, the eastbound span will be closed the night before. The first cohort of runners will begin at 7am, with the last cohort beginning at 9am. The intent is to have the eastbound span re-open by noon. There is an after-event for runners and their families at the Chesapeake Bay Business Park. Please visit BayBridgeRun.com for full details.

Lane Use Control Enforcement

Member Gartner stated that on August 12th the MDTA police initiated a lane use control enforcement blitz; performing sixty-nine stops of which fifty-nine were for lane use control violations. On August 15th, the MDTA police performed an evening and overnight enforcement blitz of work zone regulations, performing twenty-three stops. Member Gartner stated that the MDTA has stepped up enforcement efforts across the board.

Member Gartner referred to a CTP tour question the MDTA received in Queen Anne's County about automated enforcement, stating that evaluation on how it could work is needed and will be initiated over next few months and lasting up to a year. He added that there is an extensive procurement process associated with such an automated enforcement system with more information needed to inform legislation and a fiscal note by the General Assembly. Member Gartner stated that the MDTA can provide more information to local commissioners and community representatives but requested time to allow the MDTA to perform their necessary work. The MDTA is in discussions with SHA about locating the system on SHA property with operation by the MDTA. He added that implementation of such a system on the Inter-County Connector (ICC) was found to be expensive.

Bay Bridge Wireless Emergency Alerts (WEA)

MDTA Chief Operating Officer, Richar Jaramillo provided an overview of the system to replace the text alert system that was implemented for the 2019 deck replacement project and that was not controlled by the MDTA.

Ms. Preeti Emrick from Anne Arundel County stated that the new MDTA system does not replace the county's system with both coexisting and operating under their respective protocols.

Responding to a question from Member Deoudes, Member Gartner stated that the Bay Bridge team is very experienced with incidents and will work from a two-hour assumption for incident length and go from there to determine when an incident will last longer than the three-hour threshold of the new alert system.

Responding to a question from Member Schulz, Mr. Jaramillo stated that once an incident triggers an alert, the MDTA will work with partner agencies such as SHA to spread the message beyond the geofenced alert areas.

Public Comments

No comments were received.

The next meeting will be held on Wednesday, January 7, 2026, at 6:00p.m.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Arthur at 7:34p.m.

ATTACHMENTS: Bay Bridge Summer 2025 traffic volumes presentation, Bay Bridge corridor truck restriction signage map, Wireless Emergency Alert (WEA) message templates

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, January 7, 2026, 6:00 PM

IN-PERSON MEETING

This is an In-Person BBRAG Meeting being conducted at the Maryland Transportation Authority Police Building located at 881 Oceanic Dr, Annapolis, MD 21409.

This In-Person Open Meeting will be livestreamed via Microsoft Teams. You can listen to the livestream via [Join the meeting now](#) or by calling +1 443-409-5228 and entering 322 339 795# when prompted for a Conference ID.

If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to mbogdan@mdta.state.md.us no later than 5:00 p.m. on Monday, January 5, 2026. You MUST pre-register in order to comment and MUST be able to attend the meeting in-person to present your comment. Once you have pre-registered you will receive an email with all pertinent information

Welcome and Attendance Member Schulz, BBRAG Chair	6:00 PM
Approval – Open Session Meeting Minutes of October 1, 2025 BBRAG	6:10 PM
Report – Quarterly Group Activities and Recommendations BBRAG	6:20 PM
Report – MDTA & MDOT SHA Updates Jim Harkness, MDTA Chief Engineer & Teri Soos, MDOT SHA Deputy Administrator / Chief Engineer of Operations	6:30 PM
Report – Bay Crossing Tier 2 NEPA Study Heather Lowe, Planning and Community Relations Manager, MDTA Department of Planning and Program Development	6:55 PM
Unfinished Business Bay Bridge Run Jamie Turner, Bay Bridge Administrator Lane Use Control Update Member Gable	7:15 PM

New Business

7:20 PM

Flag Display Request

Member Gartner, MDTA Executive Director

Bay Crossing Study Support Letter

Member Schulz, BBAG Chair

Public Comments

7:30 PM

For technical support during the meeting, please call 443-829-3844

Next Meeting: Wednesday, April 1, 2026 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, January 7, 2026

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

Members in Attendance

Jack Broderick
Nicholas Deoudes
Lyn Farrow
John Foster
David Gable
Bruce Gartner
Pat Lynch
Jim Moran
Tracy Schulz
Teri Soos

Staff in Attendance

Huriyyah Ahmad (virtual)
Melissa Bogdan
Billy Clough
Amy Daniel
Charles Kenny
Heather Lowe
Megan Mohan

Others in Attendance

Steve Cohoon, Queen Anne's County
Todd Mohn, Queen Anne's County
Scott Haas, Queen Anne's County (virtual)
Danny Zawodny (virtual)

Members Not in Attendance

David Arthur
Peter Bradley (Resigned)
Donald Schloss (Resigned)

Mary O'Keeffe
Robert Rager (virtual)
Mike Rice (virtual)
Tim Ryan (virtual)
Brad Tanner

At 6:01p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order.

Membership Updates

Chair Schulz announced that the Governor has appointed Kathryn 'Katie' Thomson as Acting Secretary of Transportation. Member Gartner stated that he had the opportunity to meet with the new Secretary this morning. Member Farrow stated that she has not yet met her but is excited to work with her.

Approval – Minutes of October 1, 2025 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the October 1, 2025 meeting that were distributed to the members with none being put forward.

Member Broderick motioned to approve the minutes of the October 1 meeting with a second from Member Deoudes. The minutes were approved with a unanimous vote.

Report – Quarterly Group Activities and Recommendations

Chair Schulz stated that per House Bill 56, the BBRAG must report on the group's activities since the last meeting and provide any recommendations they have based on those activities.

Chair Schulz reminded BBRAG members to submit their quarterly activity report to Melissa Bogdan for tracking and use in next year's annual report.

Member Deoudes stated that he attended the Queen Anne's County Chamber of Commerce business awards program in November where there was lots of talk about bridges. He also attended a Queen Anne's County Veteran and Military Support Alliance (VAMSA) meeting on the eastern shore where the proposal for bike lanes on the bridge without the implementation of protective measures raised concerns about suicides. Member Deoudes informed attendees that the idea is just a proposal at this stage. He added that he was asked the 'usual questions' at holiday parties and noted that there is excitement that there is a tangible option for a new crossing.

Member Broderick also attended the same two meetings as Member Deoudes. He stated that there has been a lot of conversation on Kent Island with good coverage in the press. He added that the Alternative C decision was well received. Member Broderick stated that two questions were raised by people he talked to: what will happen to traffic on Kent Island, and will the lane drop coming off the bridge work in the long term? The former relates to the widening of US 50. Member Brodericks stated that he had a call today with an individual who expressed general support for a bike lane on the new bridge but stressed that suicide prevention measures were very important. The individual is looking forward to more information.

Member Lynch stated that she shared a report of the October BBRAG meeting with the Broadneck Council of Communities (BCCC) and the Anne Arundel County Growth Action Committee.

Member Foster commended the MDTA for the various forums they have held which, he noted, have been beneficial. He requested that the MDTA continue this method of communication.

Report – MDTA & MDOT SHA Updates

MDOT SHA Deputy Administrator / Chief Engineer of Operations Terri Soos stated that the agency continues to look at ramp management options. For 2026, they are looking at Thursday closures on the Anne Arundel County side but continue to work with stakeholders regarding this measure. Final recommendations will be made in April. On the Eastern shore, SHA is looking at a gate at MD 8. The program will start weekend before Memorial Day and continue through Labor Day.

MDTA Chief Engineer Jim Harkness provided an overview of ongoing projects at the Bay Bridge.

Responding to a question from Member Moran, Mr. Harkness stated that the Phase 2 deck replacement project for the eastbound span has completed design but that a scheduling issue has pushed procurement to later this year. This phase will be approximately similar in length and number of panels to Phase 1.

Responding to a question from Member Moran, Mr. Harkness stated that the pier protection project will accommodate a new bridge with both project teams in coordination with each other.

Responding to a question from Member Deoudes, Mr. Harkness stated that there is a concept of the design of the pier protection but that the project is still in procurement. The design-build procurement method was chosen to allow for an innovative design. The project is currently undergoing permitting and geotechnical investigations.

Responding to a question from Member Moran, Mr. Harkness stated that there is a design vessel being used for the pier protection project.

Responding to a question from Member Moran, Mr. Harkness stated that teams continue to inspect and maintain the current bridge structures. As the outcome of the Bay Crossing Tier 2 NEPA Study is not yet known, and because decisions need to be made years in advance to get the necessary funding and resources in place, maintenance work will continue on the existing structures. Member Gartner added that as there are no alternative routes or detours for the essential crossing, the MDTA must continue efforts to maintain the structures.

Responding to a question from Member Deoudes, Bay Bridge Deputy Administrator Billy Clough stated that automated lane closure gate strikes occur approximately a couple of times a month.

Report – Bay Crossing Tier 2 NEPA Study

Chesapeake Bay Crossing Study: Tier 2 NEPA Project Manager, Heather Lowe, provided an update to the BBRAG with the presentation given to the MDTA Board on December 18, 2025.

Member Gartner shared his appreciation of the effort made by the team during the project, adding that getting public to the meetings in February will be important.

Responding to a question from Member Deoudes, Ms. Lowe stated that the Draft Environmental Impact Statement (DEIS) will show potential impacts from the widening of US 50. The team is doing their best to stay within the right-of-way and minimize impacts to adjacent properties.

Responding to a question from Member Lynch, Ms. Lowe stated that utilizing the shoulders for bicycle traffic is complicated as the path needs to be separated from motorized traffic with a barrier. The public can provide their input at the upcoming hearings.

Responding to a question from Member Moran, Member Gartner stated that the MDTA board did not make a decision on the inclusion of a shared use path on a new bridge, but rather, the recommendation to continue studying it. Member Moran shared concerns related to the length of the path, weather conditions, and emergency situations.

Responding to a question from Member Moran, Ms. Lowe stated that the westbound lanes on Alternative C transition from five to four west of Oceanic Drive. She added that various reasons cause the bridge section to have a lower capacity than the land-based roadway, hence the additional lanes on the bridge. Member Gartner stated that the DEIS will have comparisons of all the alternatives for readers to see the relative differences.

Member Gable stated a preference for an 8-lane roadway on US 50 to MD 404. Ms. Lowe stressed that Alternative C is the preferred alternative and not the selected alternative. The DEIS will contain additional information on environmental impacts, cost, etc.

Member Foster inquired as to funding for construction. Member Gartner stated that assuming the MDTA's current fiscal position, a toll increase in FY 2028 (with toll increase hearings in FY 2027) would be necessary to move closer to construction. He noted that there have been no toll increases in ten years and the MDTA is not able to fund a new bridge with current funding. Responding to a question from Member Foster about what would be needed to keep the project moving, Member Gartner stated that a FY27 toll increase would be needed to fund existing programs with a subsequent decision on funding for new a new Bay Bridge. He added that the current costs of a new Bay Bridge take into consideration lessons from the Key Bridge rebuild regarding schedule, materials cost, etc.

Unfinished Business

Bay Bridge Run

Bay Bridge Deputy Administrator Billy Clough read a statement that was released after the event was cancelled:

Good evening,

As you may be aware the 2025 Bay Bridge Run was canceled due to weather.

During inclement weather, The MDTA does not implement 2way Traffic Operations which is required in order to close the East bound span to allow for the event to occur.

The decision to cancel the race was made by MDTA in consultation with Corrigan Sports at 8:00PM the night prior to the event.

Subsequent Cancellation notifications to customers and race participants were issued shortly after the decision was made, alerting motorists the event was canceled and the bridge is open for normal traffic.

Please be assured this decision was not taken lightly, however the safety of the Bridges customers, employees, and runners are the MDTA's top priority.

Although the event was canceled, a Public Safety After Action Review meeting was held on December 2nd where we went over challenges faced and improvement suggestions.

We will be meeting with Corrigan Sports in the upcoming weeks to begin discussing the 2026 Run.

Lane Use Control Update

Member Gable inquired about efforts to address lane use control violations and confusing lane use control signals. Mr. Clough detailed that recent lane use controls were implemented due to wind restrictions that were in place for trucks. Member Gartner stated that travelers will always see wind restrictions notices and there are always delays when restrictions are in place.

Member Gartner reiterated a need for legislation to implement automated lane use control enforcement. He added that the MDTA is working with consultants on the details of concepts to determine costs, effectiveness, etc. The MDTA needs time to complete these tasks, and any system would likely not be ready until 2027.

New Business

Flag Display Request

Member Gartner stated that the MDTA received a request from the Queen Anne's County Veterans of Foreign Wars to fly a flag from the bridge on Independence Day. He added that such a display was deemed unworkable with the MDTA instead looking into the feasibility of a flagpole on the eastern shore for a flag no larger than 30' by 60'.

Bay Crossing Study Support Letter

Member Schulz presented a letter drafted in support of the BCS to be sent by the BBRAG. Member Broderick stated that he worked with Member Schulz to include items of general concern to members.

Member Broderick motioned to approve the sending of the letter as presented with a second from Member Deoudes. The letter was approved with a unanimous vote.

Public Comments

No comments were received.

The next meeting will be held on Wednesday, April 1, 2026, at 6:00p.m.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Foster at 7:25p.m.

ATTACHMENTS: Bay Crossing Study Recommended Preferred Alternative and DEIS Presentation, BBRAG Support of Alternative C Letter.

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, April 1, 2026, 6:00 PM

IN-PERSON MEETING

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If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to mbogdan@mdta.state.md.us no later than 5:00 p.m. on Monday, March 30, 2026. You **MUST** pre-register in order to comment and **MUST** be able to attend the meeting in-person to present your comment. Once you have pre-registered you will receive an email with all pertinent information.

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|----------------|---|
| 6:00 PM | Welcome and Attendance
Member Schulz, BBRAG Chair |
| 6:10 PM | Approval – Open Session Meeting Minutes of January 7, 2026
BBRAG |
| 6:20 PM | Report – Quarterly Group Activities and Recommendations
BBRAG |
| 6:30 PM | Report – MDTA & MDOT SHA Updates
Melissa Williams, Director, MDTA Department of Planning and Program Development &
Teri Soos, MDOT SHA Deputy Administrator / Chief Engineer of Operations |
| 6:55 PM | Report – Bay Crossing Tier 2 NEPA Study
Melissa Williams, Director, MDTA Department of Planning and Program Development |
| 7:05 PM | Unfinished Business |
| 7:10 PM | New Business
Annual Report
Member Schulz, BBRAG Chair |

New Business

MDTA Investigation into Bay Bridge Lane Use Signal Enforcement Systems

Member Gartner, MDTA Executive Director

BAYSPAN Update

Richard Jaramillo, MDTA Chief Operating Officer

7:20 PM

Public Comments

For technical support during the meeting, please call 443-829-3844

Next Meeting: Wednesday, July 1, 2026 at 6pm