

**The Chesapeake Bay Bridge
Reconstruction Advisory Committee
Transportation Article § 4-212(k)(2)
(HB 56/CH 611, 2020)**

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

**July 2024
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, §4-211(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 Chesapeake Bay Bridge (Bay Bridge); to work collaboratively with the MDTA and provide pertinent input related to traffic and customer service issues; and assisting 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) (twitter.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
Hitchings¹	Ms. Barbara	Governor Appt.	2023
Foster²	Mr. John	Governor Appt.	2026
Lynch	Ms. Patricia	Governor Appt.	2025
Moran	Commissioner Jim	Queen Anne's Co. Appt.	2024
Arthur	Mr. David	Anne Arundel Co. Appt.	2026
Schloss	Mr. Donald A.	Governor Appt.	2024
Schulz	Mr. Tracy	Governor Appt.	2026
Wilson	Mr. Steve	Queen Anne's Co. Appt.	2024
Farrow	MDOT Director of External Affairs Ms. Lyn	Ex officio, Secretary of Transportation Designee	-
Gartner³	MDTA Executive Director Mr. Bruce	Ex officio	
Pines⁴	Administrator, MDOT SHA Mr. Will	Ex officio	-
Smith⁵	Administrator, MDOT SHA Mr. Tim	Ex officio	-
Sagal⁶	MDTA Executive Director Mr. Joseph	Ex officio	
Dangerfield⁷	Acting MDTA Executive Director Mr. Percy	Ex officio	

1 Ms. Hitchings served on the BBRAG until November 2023

2 Mr. Foster was appointed to the BBRAG in November 2023

3 Mr. Gartner was appointed as MDTA Executive Director in January 2024

4 Mr. Pines served as MDTA Executive Director until August 2023 when he was appointed as MDOT SHA Administrator

5 Mr. Smith served as MDOT SHA Administrator until August 2023

6 Mr. Sagal served as MDTA Executive Director from August 2023 until November 2023

7 Mr. Dangerfield served as Acting MDTA Executive Director from November 2023 until January 31, 2024

Meetings

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

For new members, Ms. Melissa Bogdan sent a welcome email inviting them to the next meeting of the BBRAG. New members were 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 were 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 12, 2023

At this first meeting of the BBRAG term for 2023-2024, members elected a new Chair and Vice-Chair as required per the BBRAG By-Laws; Member Schulz was returned as Chair and Member Hitchings was returned as Vice-Chair. Members were informed that the annual report for 2022-2023 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 Smith was represented by MDOT SHA Deputy Administrator / Chief Engineer of Operations Terri Soos who provided an update of MDOT SHA's local projects.

Member Schulz inquired about a Planning and Environmental Linkages (PEL) study on MD 18 on Kent Island and if a public meeting would be held with Ms. Soos responding that one would be held.

Quarterly Group Report to the MDTA

Member Deoudes said that people travelling under the red lane control signals is the issue he hears about the most. Member Hitchings stated that she has heard similarly from her community adding that people don't see any enforcement.

Member Broderick stated there was a great outreach opportunity at Kent Island Day that was well-attended by the MDTA with the MDTA Police Color Guard leading the parade. He extended thanks to the MDTA for their attendance.

Member Lynch stated that she has received several comments on the ramp closures.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved Minutes
- BBRAG 2023 Annual Report

October 4, 2023

Members received construction updates from the MDTA, the MDOT SHA, such as the Bay Bridge Deck Rehabilitation project, 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 an update on local projects, including the ramp management pilot programs on the western shore that operated from July to September, and the eastern shore that operated on three weekends in September and October.

Quarterly Group Report to the MDTA

Member Hitchings stated that she shared a brief synopsis of BBRAG meetings to her distribution groups in addition to a briefing of other activities in the area.

Chair Schulz stated that as part of the Queen Anne's fire department, and in conjunction with the Anne Arundel fire department, he visited the site of the eastbound deck replacement project to learn about operating procedures on the bridge while the project is in progress. He added that he also attended the Tier 2 NEPA study open house held at the Kent Island American Legion.

Member Broderick stated he met with Richard Jaramillo to discuss traffic issues and expressed thanks to Richard and Bay Bridge Administrator, James Turner for their efforts to share information and ensure people are informed about operating conditions. Member Broderick stated that he also attended the recent Bay Crossing Study meeting and noted that there is much interest in the community on how the alignment will cross Kent Island.

Member Moran stated that Queen Anne's County awaits further discussion with MDOT SHA regarding pilot studies on the western shore.

Member Schloss stated that he shared the minutes of recent meetings with his neighbors.

Member Arthur stated that he received an inquiry from a community member who suffers from vertigo and who encounters issues with the difference in barrier types on the bridge structures.

Member Lynch stated she disseminates information from BBRAG meetings to the Broadneck Council of Communities (BCCC). She stated that she has spoken with property owners near Skidmore who have received notification about MDOT personnel on their property and are looking for information on whether their properties will be impacted. She added that she also witnessed vehicles travelling under lane use signals marked as do not travel. Member Sagal stated that enforcement is taking place.

Materials posted to webpage:

- Meeting video recording
- Meeting Agenda
- Approved minutes

January 3, 2024

Chair Schulz expressed condolences on behalf of the Advisory Group to the family of MDTA Executive Director Joseph Sagal who passed away in November.

Upon the departure of Barbera Hitchings in November 2023, the Vice-Chair position was vacated. In accordance with the bylaws, the BBRAG elected Jack Broderick as the new Vice Chair for the remainder of the 2023-2024 term.

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 Administrator Will Pines provided an update on local projects including two traffic signal projects and the ramp management pilot programs to be implemented on both shores during the summer.

MDTA Chief Engineer Jim Harkness presented an overview of the cable dehumidification system that is installed on the suspension sections of both spans.

Quarterly Group Report to the MDTA

Member Deoudes stated that he continues to have discussions with neighborhood groups on Kent Island whose biggest concern is westbound traffic backups.

Member Schulz attended the recent public meeting for the Main St (MD 18) PEL study held by the State Highway Administration.

Member Broderick also attended the MD 18 meeting adding that he also hears from community members about westbound backups, and the Bay Crossing Tier 2 NEPA Study and where the chosen alignment will cross Kent Island.

Member Moran stated that he heard conflicting public opinions about the ramp study on the western shore but he feels they are influenced by crashes that occurred on the bridge while the pilot was in operation.

Member Schloss stated that he distributes a meeting summary to neighbors and holds discussions when they meet.

Member Lynch stated that her positions on various community boards means her communications reach about ten thousand individuals through the Broadneck Council of Communities and about twenty thousand through the Growth Action Network. She added that she always includes a section on transportation in the communications she sends to groups.

Member Foster stated that he interacts with a lot of residents of the Broadneck peninsula.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved minutes
- Bay Bridge Cable Anchorage Dehumidification System Update
- Bay Bridge Eastbound Deck Replacement Project – January 3, 2024 Draft Video

April 3, 2024

At the time of this report, the minutes of this meeting are scheduled for consideration and approval at the BBRAG meeting on the upcoming July 10, 2024 meeting.

At the fourth and final meeting of the 2022-2024 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.

Quarterly Group Report to the MDTA

Member Broderick expressed thanks to Heather Lowe and Sarah Grossbeck for attending a recent Kent Island Heritage meeting and providing an overview of the Bay Crossing Tier 2 NEPA study and helping to inform people of the steps being taken to consider local heritage resources. He added that he is preparing for Kent Island Day on May 18 and the upcoming Ramp Closure pilot program.

Member Arthur stated that he had the opportunity to speak with local artists and musicians and with festival season coming up, he is working to inform groups, teams, and event committees on the traffic issues created by people coming into Annapolis to attend events. He added that he is a member of Art in Public Places Commission.

Member Moran stated that a town hall meeting will take place on April 10 at 6:30pm to discuss the Ramp Closure pilot program.

Member Schloss stated that he continues to discuss Bay Bridge matters with his community.

Member Foster stated he has been asked by local sports organizations about the Anne Arundel County Sports and Rec BMX park at Bay Head Park and they are concerned about the level of traffic that is likely to be generate.

Member Lynch stated that there has been misinformation about the proposed BMX park on the Broadneck peninsula and that it will be adding length to bike trails. She writes a monthly newsletter and Bay Bridge traffic in the summer is the most challenging issue.

Member Bradley stated that the biggest issue is ramp management but that last year's pilot was successful and his community is looking forward to this year.

Member Deoudes stated he has conversations with his neighbors on topics related to the Bay Bridge

Materials posted to webpage:

- Meeting video recording
- Meeting Agenda

Appendix

Agenda of July 12, 2023 BBRAG Meeting
Minutes of July 12, 2023 BBRAG Meeting

Agenda of October 4, 2023 BBRAG Meeting
Minutes of October 4, 2023 BBRAG Meeting

Agenda of January 3, 2024 BBRAG Meeting
Minutes of January 3, 2024 BBRAG Meeting

Agenda of April 3, 2024 BBRAG Meeting

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, July 12, 2023, 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 213 696 773# 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 10, 2023. 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
Election of Chair and Vice-Chair BBRAG	6:05 PM
Approval – Open Session Meeting Minutes of April 5, 2023 BBRAG	6:10 PM
2023 Annual Report BBRAG	6:15 PM
Report – Quarterly Group Activities and Recommendations BBRAG	6:20 PM
Report – MDTA & MDOT SHA Updates Jim Harkness, MDTA Chief Engineer & Terri Soos, MDOT SHA Acting Deputy Administrator / Chief Engineer of Operations	6:30 PM
New Business	7:00 PM
Artwork/Copyright Reminders Kim Millender, MDTA Assistant Attorney General & Principal Counsel	
Public Comments	7:25 PM

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

Next Meeting: Wednesday, October 4, 2023 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, July 12, 2023

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

Members in Attendance

David Arthur
Jack Broderick
Peter Bradley
Nicholas Deoudes
Barbara Hitchings
Lynn Farrow
Pat Lynch
Jim Moran
Will Pines
Donald Schloss
Tracy Schulz
Steve Wilson

Staff in Attendance

Melissa Bogdan
Jason DiCembre
Richard Jaramillo
James Kittleman
Charles Kenny
LTC Cory McKenzie
Kim Millender

Others in Attendance

Todd Mohn, Queen Anne's County
Steve Cohoon, Queen Anne's County
Tim Ryan, AECOM
Roselyn Fountain
Daniel Allen

Members Not in Attendance

Tim Smith*

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

Jason Pulliam
Robert Rager
Bradley Ryon
John Sales
Cedric Ward
Melissa Williams

At 6:00p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order.

Chair Schulz welcomed Lyn Farrow as the permanent Secretary of Transportation designee to the BBRAG and David Arthur as an Anne Arundel County appointee replacing Kurt Riegel. Chair Schulz thanked Member Riegel for his service to the BBRAG.

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

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

Approval – Minutes of April 5, 2023 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the April 5, 2023 meeting that were distributed to the members with none being put forward.

Member Hitchings motioned to approve the minutes of the April 5 meeting with a second from Member Broderick. The minutes were approved with a unanimous vote.

2023 Annual Report

Chair Schulz stated the report is being finalized and will be submitted to the Governor and General Assembly shortly. Melissa Bogdan stated that the report was submitted that afternoon.

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 said that people travelling under the red lane control signals is the issue he hears about the most. Member Hitchings stated that she has heard similarly from her community adding that people don't see any enforcement.

Member Broderick stated there was a great outreach opportunity at Kent Island Day that was well-attended by the MDTA with the MDTA Police Color Guard leading the parade. He extended thanks to the MDTA for their attendance. Member Broderick stated that a friend who sustained car damage from an errant construction barrel and who was informed that redress was a matter for the contractor and not the MDTA. Member Pines stated that any claim for damage allegedly occurring on MDTA property as a result of MDTA activities must be submitted to the State Treasurer's Office for review. If the Treasurer's Office determines that damage was because of contractor actions, then the contractor's insurance would be responsible for redress.

Member Lynch stated that she has received several comments on the ramp closures.

MDTA & MDOT SHA Updates

MDTA Chief Engineer, Jim Harkness, provided the BBRAG a status update on the seven active projects at the Bay Bridge in the Capital Program.

Bay Bridge Capital Projects - July 2023 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Anticipated Completion	Percent Complete (Construction)	Design (D), Procurement (P), or Construction (C) Phase
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/15/21	18,415	Summer 2024	77	C
2504	BB-3012	Queue Detection System	N/A	N/A	1,216	Summer 2023	95	C
2317	BB-3017	Eastbound Bay Bridge Deck Replacement - Phase 1—Package 1	N/A	1/9/23	140,000	Winter 2025/2026 (Phase 1)	13	C
2470	BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	1/13/23	10/9/23	9,660	Summer 2025	N/A	P
New	New	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	3/1/24	8/1/24	20,000	Summer 2027	N/A	D

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

On Tuesday, June 27th the Chesapeake Bay Crossing Study Tier 2 Team hosted an online Public Meeting from 6:30-7:45pm. The meeting was a transit, bicycle and pedestrian listening meeting. MDTA gave a brief presentation on existing and planned transit service and bicycle and pedestrian facilities in the study area. For transit, this included services provided by MTA, Annapolis Transit, Anne Arundel County, and Queen Anne's County. For Bike/Ped, this included a discussion of trails and routes in Anne Arundel County and Queen Anne's County. Transit and Bike/ped partners from MTA, TSO, Queen Anne's County and Anne Arundel County coordinated with MDTA to prepare this listening meeting and attended the meeting virtually.

Following the presentation, a live poll was conducted to gather feedback from attendees on their use of and opinions towards existing and potential transit and bike/ped services in the study area. Following the polling, attendees had the opportunity to provide verbal comments expressing their thoughts. Overall, many commenters were interested in using a new crossing for recreational purposes, and a few others expressed their desire for transit options and considerations. A recording of the meeting is available online at www.BayCrossingStudy.com.

The stats of the meeting were as follows:

- Over 40 comments received in the Q&A
- 22 comments received in the public speaking session
- 172 unique attendees, approximately ~140 attendees at the meeting's peak
- A little more than 100 attendees participated in the live polling
- 76 people have completed the transit survey online and 85 have completed the bike/ped survey online to date. The comment period and opportunity to complete these surveys ends on July 11th.

Ms. Williams added that polls were kept open for two weeks after the meeting and that the results are being compiled before being made publicly available. She added that the poll and input received will help inform decisions regarding bicycle and pedestrian facilities on any potential future Chesapeake Bay crossing.

Ms. Williams stated that preparations are being made for public events in the fall to present the screening criteria used to analyze developed alternatives. She added that traffic data has also been acquired and will be shared at these events. Ms. Williams stated that the dates of the forthcoming meetings will be shared when they have been determined. Melissa Bogdan stated that all events are posted on BayCrossingStudy.com.

Member Broderick stated the biggest concern he continues to hear is how the crossing will be routed over Kent Island.

MDOT SHA Acting Deputy Administrator / Chief Engineer of Operations Terri Soos who was representing MDTA SHA Administrator Tim Smith provided an update on local projects. She stated that the pilot study conducted last summer demonstrated that summer congestion is a function of the whole roadway along US 50 and not just certain areas. The key lesson from last year's pilot was that altering driver behavior is needed since local drivers use the side roads to bypass congestion and not long-distance travelers. Ms. Soos provided an overview of the options considered and that were presented to the BBRAG and the Broadneck Council of Communities (BCCC). Ms. Soos stated that a survey was created for feedback on the three options considered. Now looking at pilot study for the other two. Overwhelming preference for option 3 (ramp closures at exits 30 and 32). She stated that exit 31 was permanently closed on June 28. The temporary closures at the other exits begin tomorrow (July 13th).

Member Lynch inquired if consideration was given to staggering the ramp closures over two weeks instead of a single weekend and whether consideration was given to vehicles performing U-turns? Ms. Soos responded that the message signs conveying the closures are already in place.

Responding to a question from Member Bradley, MDOT SHA Director of Operations and Mobility Jason Decembres stated that Google, Waze, and other online mapping services were notified in advance of the permanent closure of Exit 31 and the temporary closures and they have implemented the change in their systems.

Responding to a question from Member Deoudes, Ms. Soos stated that local businesses understand the challenges with access and that MDOT SHA will continue to monitor local traffic. She added that the pilot study will continue through Labor Day weekend four days a week from Thursday to Sunday.

Responding to a question from Member Schulz, Ms. Soos stated that discussions are being held with SHA District 2 on similar measures in Queen Anne's County.

Responding to a question from Member Moran, Ms. Soos stated that the traffic data for the side roads is obtained via the University of Maryland who contract with third party companies. She

added that origin-destination data for the Bay Bridge itself would have to be purchased separately. Member Pines added that origin-destination data for the Bay Bridge is included in the Bay Crossing Tier 1 NEPA Study.

Member Moran stated that he believes the biggest issue is the lane control signals and why enforcement is apparently absent. Member Pines responded that the MDTA has received requests for automated camera enforcement of lane use, but that MDTA does not have the statutory authority to install and operate such cameras. He added that the MDTA is open to working with legislators regarding the issue. Member Pines stated that there are workplace safety considerations that must be accommodated regarding proposals to stationing law enforcement within lanes at red X lane signals. Responding to a question from Member Moran, Member Pines stated that the MDTA does have a memorandum of understanding with Queen Anne's County Sheriff's Office regarding shared enforcement on the Queen Anne's County side of the bridge. Member Pines introduced MDTA Police Lt. Col. McKenzie who stated that over a thousand traffic stops have been performed so far this year for red X enforcement and that problematic driver behavior continues to be an issue.

Member Farrow asked if an informational campaign was being conducted to educate drivers. Member Pines responded that a video was created to inform drivers of the meaning of the lane use signals.

BBRAG members were shown the information video and accompanying information contained at: https://mdta.maryland.gov/Capital_Projects/BayBridgeALCS

Responding to a question from Member Moran, MDTA Chief Engineer Jim Harkness stated that adding lights to the lane closure gates would amount to a modification of design and would vacate their certified approval for use. He added that of the few vehicle strikes that have occurred, only one was outside of daylight hours.

Responding to a question from Member Moran about contraflow operations on recent weekends, Bay Bridge Administrator Richard Jaramillo stated that the same triggers are used on any given day and that travel lanes are constantly monitored for volumes. He added that occasionally traffic volumes in one direction may be large enough to dictate contraflow operation but may not necessarily mean there are backups in that direction. Member Moran asked what can be done to inform the public and Member Pines stated that the presentation to the BBRAG in October 2022 is an appropriate source for information. He added that MDTA continues to follow the practices presented.

Member Moran requested that should a pilot traffic management program be implemented on Kent Island, he would like a temporary traffic signal at the MD 18 ramp and that the ramps at Nesbitt, Winchester and Kent Narrows be considered also. Ms. Soos stated that MDOT SHA will work with Queen Anne's County on a potential pilot program.

Unfinished Business

Chair Schulz stated that there was no unfinished business outstanding and opened the floor to the group.

New Business

Copyright

MDTA Principal Counsel, Kim Millender, stated that any materials or presentations that BBRAG members want to share or present to the Advisory Group, particularly photos or artwork, must have the appropriate permissions for use in place. Members can contact Melissa if they have any questions.

MD 18 PEL Study

Member Schulz brought before the BBRAG new business concerning the MD 18 Planning and Environmental Linkages (PEL) study and asked if public outreach events would be held. Ms. Soos stated that MDOT SHA will work to set up an event.

Member Broderick stated that exit 39A is not included in PEL study.

Public Comments

No comments were received.

The next meeting will be held on Wednesday, October 4, 2023, at 6:00p.m.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Moran at 7:33p.m.

ATTACHMENTS:

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, October 4, 2023, 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, October 2, 2023. 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 12, 2023 BBRAG	6:10 PM
Report – Quarterly Group Activities and Recommendations BBRAG	6:20 PM
Report – MDTA & MDOT SHA Updates Jim Harkness, MDTA Chief Engineer & Will Pines, MDOT SHA Administrator	6:30 PM
Old Business	6:55 PM
New Business	7:00 PM
Bay Bridge Run James Turner, MDTA Bay Bridge Administrator	
Public Comments	7:25 PM

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

Next Meeting: Wednesday, January 3, 2024 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, October 4, 2023

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OPEN SESSION
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Jack Broderick
Peter Bradley
Barbara Hitchings
Lynn Farrow
Pat Lynch
Jim Moran
Will Pines*
Josphe Sagal
Donald Schloss
Tracy Schulz
Steve Wilson

Members Not in Attendance

Nicholas Deoudes

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

Staff in Attendance

Melissa Bogdan
Kellie Boulware
Richard Jaramillo
Charles Kenny
James Kittleman
Kim Millender
Mary O'Keeffe

Robert Rager
Mike Rice
John Sales
Teri Soos
James Turner
Melissa Williams

Others in Attendance

Heather Bagnall, Anne Arundel County District 33
Steve Cohoon, Queen Anne's County
Daniel Allen
Maureen Dixon
Carlie Fournier
Spencer Dixon
Tim Ryan, AECOM

At 6:00p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order.

Chair Schulz welcomed Delegate Heather Bagnall, representing Anne Arundel County District 33, to the meeting.

Approval – Minutes of July 12, 2023 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the July 12, 2023 meeting that were distributed to the members with none being put forward.

Member Broderick motioned to approve the minutes of the July 12 meeting with a second from Member Hitchings. 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.

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Member Broderick stated he met with Richard Jaramillo to discuss traffic issues and expressed thanks to Richard and Bay Bridge Administrator, James Turner for their efforts to share information and ensure people are informed about operating conditions. Member Broderick stated that he also attended the recent Bay Crossing Study meeting and noted that there is much interest in the community on how the alignment will cross Kent Island.

Member Moran stated that Queen Anne's County awaits further discussion with MDOT SHA regarding pilot studies on the western shore.

Member Schloss stated that he shared the minutes of recent meetings with his neighbors.

Member Arthur stated that he received an inquiry from a community member who suffers from vertigo and who encounters issues with the difference in barrier types on the bridge structures. MDTA Chief Engineer Jim Harkness stated the barrier inconsistency is due to the differing eras in which the bridges were built, and design considerations related to barrier weight. Member Farrow inquired about the driver service for people who do not wish to drive themselves across the bridge and Member Sagal responded that the free service was discontinued a few years ago with a paid service that must be booked in advance in place today.

Member Lynch stated she disseminates information from BBRAG meetings to the Broadneck Council of Communities (BCCC). She stated that she has spoken with property owners near Skidmore who have received notification about MDOT personnel on their property and are looking for information on whether their properties will be impacted. She added that she also witnessed vehicles travelling under lane use signals marked as do not travel. Member Sagal stated that enforcement is taking place.

MDTA & MDOT SHA Updates

MDTA Chief Engineer, Jim Harkness, provided the BBRAG a status update on the five active projects at the Bay Bridge in the Capital Program.

Bay Bridge Capital Projects - October 2023 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Anticipated Completion	Percent Complete (Construction)	Construction (C), Procurement (P) or Design (D) Phase
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/15/21	18,415	Summer 2024	77	C
2504	BB-3012	Queue Detection System	N/A	N/A	1,216	Summer 2023	95	C
2317	BB-3017	Eastbound Bay Bridge Deck Replacement - Phase 1—Package 1	N/A	1/9/23	140,000	Winter 2025/2026 (Phase 1)	13	C
New	New	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	3/1/24	8/1/24	20,000	Summer 2027	N/A	D
2470	BB-3004	Construct Maintenance Equipment Storage Building (Phase 1)	8/1/2025	3/1/2026	9,660	Spring 2028	N/A	D

Member Broderick asked if there was a possibility for BBRAG members to visit the deck replacement worksite as they had done for the westbound span. Mr. Harkness said a site visit for BBRAG members would be considered.

Member Moran inquired if work would be ongoing continuously. Member Sagal responded that work would occur nightly during off-peak hours with lanes reopened by 5:30am. He added that the construction method will differ from the method used for the westbound span as panels will be barged to site and then lifted up to the deck. Responding to a question from Member Moran, Mr. Harkness stated that concerns about steel plates causing traffic slowdowns were considered during design and that measures are in place to minimize impacts. Responding to a question from Member Lynch, Mr. Harkness stated that construction should be complete for Package 1 in early summer of 2025. He added that Package 2 is anticipated to follow immediately afterward and take approximately a year and a half to complete.

Mr. Harkness then shared the following information:

- With the implementation of the Automated Lane Closure System (ALCS), the MDTA has removed 550 control devices (drums and cones) from use on both shores. About 250 control devices remain on both shores to allow for safety in scenarios that the ALCS system is not designed to accommodate.
- Cracking or spalling of the existing bridge deck is repaired with a patch. The patching procedure involves investigating the issue and performing a full or partial depth repair depending on how deep the defect is.

- Current Maryland law does not permit the MDTA to implement automated enforcement of the lane use control signals. Member Moran stated that Queen Anne's County intends to introduce legislation to allow such automated enforcement to be implemented.
- Summer travel pattern data indicates that traffic volumes were the highest since 2019 with the Bay Bridge carrying nearly 250,000 additional vehicles this summer than last summer. The most popular days were Fridays and Saturdays with an average of 95 thousand on Friday and 92 thousand on Sundays.

Responding to a question from Member Lynch, Mr. Harkness stated that there has been a reduction of crashes in the area where the toll booths used to be since they were removed. Mr. Harkness will provide details of the crash data at the next BBRAG meeting.

Member Sagal reiterated that the MDTA works with MDOT SHA on the Lt. Governor's work zone safety program; adding that accidents are now referred to as crashes.

MDTA Director of Planning and Program Development, Melissa Williams stated that field verification is being performed with property owners receiving letters stating that non-invasive studies are being done. The purpose for the visits is to verify the presence of environmental features contained in acquired data. Responding to a question from Member Moran, Ms. Williams stated that the study area is two miles wide and that features still need to be verified even if they are not adjacent to a possible roadway alignment. She added that the letters also allow people with pets to plan accordingly.

Ms. Williams then provided an update for the Bay Crossing Tier 2 NEPA study.

Two in-person and one Virtual Open Houses were held between September 7th and September 14th. The Open Houses were advertised on the project website, through social media, in newspapers, postcards to the project mailing list, e-blasts and press releases. Open House materials featured a brief overview video of the Bay Crossing Study along with over 40 Display Boards providing information on the study.

More than 370 people attended the in-person Open Houses with 223 at the September 7th Open House held at Broadneck High School on 9/7/23; and 153 at the September 12th Open House held at Kent Island American Legion Post 278 on 9/12/23.

The Virtual Open House was held on September 14th had more than 120 attendees tuned in throughout the evening with a maximum of nearly 90 tuning in at any one time. More than 65 questions were entered through the Q&A chat line. The MDTA answered as many as possible during the one-hour dedicated Q&A period, and for questions that the MDTA couldn't get to attendees were encouraged to submit their questions via the on-line comment survey form on the Study website.

The MDTA anticipates the next public meetings to take place in the summer of 2024 when alternatives will be presented for public comment. Responding to a question from Member Moran, Ms. Williams stated that the alternatives will include the form of crossing. She added that in the summer of 2025, the MDTA's recommended preferred alternative will be presented for public input with subsequent coordination with the Federal Highway Administration

(FHWA). Agency agreement on the preferred alternative is expected in 2026. Responding to a question from Member Moran, Ms. Williams stated that a funding plan does need to be developed but the funding does not need to be allocated for the final agreement to be made.

Ms. Williams stated that a total of 125 hand-written comment survey forms were completed at the two in-person Open Houses and, as of 9/18/23, more than 400 survey forms have been filled out via the on-line survey form.

Ms. Williams stated that in addition to the Public Open House Survey Form, an on-line Equity Survey Form was posted on the study website. To date, more than 1,540 forms have been completed. The goals of the Equity Survey are to identify and learn the needs of minority, low income and typically underserved communities and to consider these needs in the development of Bay Crossing and US 50/301 transportation improvement alternatives.

MDOT SHA Deputy Administrator / Chief Engineer of Operations Teri Soos, representing MDTA SHA Administrator Will Pines, provided an update on local projects. She stated that the western ramp management pilot program on the western shore operated from July 18th to Sept. 2nd. Ramps were closed from Thursdays at 10am until 6pm on Sundays. Ms. Soos stated that based on preliminary findings and community input, SHA believes that the pilot did result in travelers staying on US 50 with subsequent less congestion and greater route availability for EMS response. She added that SHA received positive feedback from community members although there were some concerns from Northrop Grumman employees, particularly regarding the Thursday closures. Ms. Soos stated that another community meeting is planned for later this fall for another pilot program next year with considerations for adjusting the hours and not implementing on Thursdays. She added that there were no reported crashes on service or county roads during the pilot.

Ms. Soos stated that in Queen Anne's County, there were two weekend closures on Sept 16th and 17th, and September 30th and October 1st. The pilot involved closing the onramps to westbound US 50 at Exits 39A, 38A, and 37. She added that SHA is still working through data but that there was reduced congestion on MD 18 west of Castle Marina Rd. However, numerous complaints were received from residents on MD 8 who did not like being detoured east to come back west. On September 17th, one crash resulted in 2-lanes being closed on US 50 westbound and a 16-mile backup which caused deteriorated traffic conditions on that day. Member Moran thanked Ms. Soos for her efforts to get the pilot implemented and noted that the 17th was a difficult day for traffic travelling westbound. She added that the community is looking forward to similar measures next year. Ms. Soos stated that the town hall meetings to be held with the community will be beneficial.

Unfinished Business

Chair Schulz stated that there was no unfinished business outstanding and opened the floor to the group.

New Business

Bay Bridge Run

Bay Bridge Administrator James Turner stated that the run will take place on Sunday, November 12. Coordination is ongoing with both counties and agencies for a safe event. The organizers are predicting 15,000 participants with 14 thousand currently registered to run; an increase of 6% from last year. As in past years, the eastbound span will be closed the night before with one lane eastbound and two lanes westbound with delays possible. More information can be found at baybridgerun.com.

Public Comments

Ms. Maureen Dixson of Annapolis, a volunteer and policy advocate for the American Foundation for Suicide Prevention, pleaded for greater suicide prevention measures on the Bay Bridge. She shared some resources on barriers that have been added to bridges in other areas:

<https://afsp.org/bridge-barriers/>

The next meeting will be held on Wednesday, January 3, 2024, at 6:00p.m.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Hitchings at 7:30p.m.

ATTACHMENTS: None.

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, January 3, 2024, 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 566 030 266# 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 Friday, December 29, 2023. 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
Membership Updates BBRAG	6:05 PM
Election of Vice-Chair BBRAG	6:10 PM
Approval – Open Session Meeting Minutes of October 4, 2023 BBRAG	6:15 PM
Report – Quarterly Group Activities and Recommendations BBRAG	6:20 PM
Report – MDTA & MDOT SHA Updates Jim Harkness, MDTA Chief Engineer & Will Pines, MDOT SHA Administrator	6:35 PM
Old Business Bay Bridge Run James Turner, MDTA Bay Bridge Administrator	7:05 PM
New Business	7:15 PM
Public Comments	7:20 PM

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

Next Meeting: Wednesday, April 3, 2024 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, January 3, 2024

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

Members in Attendance

David Arthur (virtual)
Jack Broderick
Percy Dangerfield
Nicholas Deoudes
Lynn Farrow
John Foster
Pat Lynch
Jim Moran
Will Pines
Donald Schloss
Tracy Schulz

Members Not in Attendance

Peter Bradley
Steve Wilson

Staff in Attendance

Melissa Bogdan
James Harkness
Richard Jaramillo
Charles Kenny
James Kittleman
Kim Millender
Mary O’Keeffe

Robert Rager
Mike Rice
John Sales
Teri Soos
James Turner
Cedric Ward
Melissa Williams

Others in Attendance

Steve Cohoon, Queen Anne’s County
Tim Ryan, AECOM

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

Membership Updates

Chair Schulz offered condolences on behalf of the BBRAG to the family of MDTA Executive Director Joseph Sagal who passed away in October. He welcomed Acting Executive Director Percy Dangerfield who then introduced himself to the group.

Chair Schulz then welcomed to the BBRAG Mr. John Foster who was appointed by the Governor in November to replace Barbera Hitchings. Chair Schulz conveyed thanks and gratitude to Ms. Hitchings for her many years of service to the BBRAG. Mr. Foster proceeded to introduce himself.

Election of Vice-Chair

As Ms. Hitchings was the BBRAG Vice-Chair, her departure left the position vacant. In accordance with the by-laws, Chair Schulz requested a nomination for Vice-Chair from the group. Member Deoudes nominated Jack Broderick with a second from Member Moran. Member Broderick was elected Vice-Chair with a unanimous vote.

Approval – Minutes of October 4, 2023 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the October 4 2023 meeting that were distributed to the members with none being put forward.

Member Lynch motioned to approve the minutes of the October 4 meeting with a second from Member Moran. 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 continues to have discussions with neighborhood groups on Kent Island whose biggest concern is westbound traffic backups.

Member Schulz attended a public meeting for Main St (MD 18) held by the State Highway Administration.

Member Broderick also attended the MD 18 meeting. He stated that public outreach needs to continue. He added that he also hears from community members about westbound backups, and the Bay Crossing Tier 2 NEPA Study and where the chosen alignment will cross Kent Island. Member Broderick stated that there is interest regarding ramp closure programs for next year.

Member Pines stated that SHA has heard feedback on ramp pilot study and that they anticipate further public discussion. Responding to a question from Member Schulze, Member Pines stated that the MD 18 project is currently not funded beyond the study phase.

Member Moran stated that he heard conflicting public opinions about the ramp study on the western shore but he feels they are influenced by crashes that occurred on the bridge while the pilot was in operation. He added that he is happy to see the Main St study underway and is realistic about funding. Member Moran stated that there is a desire to complete the Bay Crossing Study as quickly and efficiently as possible. He added that the Queen Anne's County delegation to the General Assembly will be introducing legislation to permit automated enforcement of Bay Bridge lane use controls.

Member Schloss stated that he distributes a meeting summary to neighbors and holds discussions when they meet.

Member Lynch stated that her positions on various community boards means her communications reach about ten thousand individuals through the Broadneck Council of Communities and about twenty thousand through the Growth Action Network. She added that she always includes a section on transportation in the communications she sends to groups. Member Lynch stated that community members have shared their appreciation for the ramp program on western shore with her.

Member Foster stated that he interacts with a lot of residents of the Broadneck peninsula.

MDTA & MDOT SHA Updates

MDTA Chief Engineer, Jim Harkness, provided the BBRAG a status update on the five active projects at the Bay Bridge in the Capital Program.

Bay Bridge Capital Projects - January 2024 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Anticipated Completion	Percent Complete (Construction)	Construction (C), Procurement (P) or Design (D) Phase
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/15/21	18,415	Summer 2024	91	C
2504	BB-3012	Queue Detection System	N/A	N/A	1,216	Spring 2024	95	C
2317	BB-3017	Eastbound Bay Bridge Deck Replacement - Phase 1—Package 1	N/A	1/9/23	140,000	Winter 2025/2026 (Phase 1)	25	C
2593	BB-3021	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	4/15/24	9/1/24	25,000	Fall 2027	N/A	D
2470	BB-3004	Construct Maintenance Equipment Storage Building (Phase 1)	8/1/2025	1/1/2026	9,500	Winter 2027/2028	N/A	D

Member Broderick stated that on the westbound span, 158 deck panels were replaced with the only hitch occurring on the very first panel. Mr. Harkness stated that the MDTA has worked hard to minimize impacts e.g. the 'bump' between the old and new deck panels.

Responding to a question from Member Moran, Mr. Harkness stated that four deck panels had been poured as of the day of the meeting.

Mr. Harkness shared some traffic volume information from 2023 stating that volumes were up by more than 3% compared to 2022. The crash rate (number of crashes for number of vehicles was lower) is down compared to 2022 and even 2021. He stated that for the types of crashes, the rear-end crash rate stayed the same; fixed object crashes were up but that this can be attributed to the installation of the Automated Lane Closure System (ALCS) and drivers hitting the gates; and sideswipe crashes were lower. The greatest number of crashes occurred in August, and

Wednesdays were the day of the week with the fewest crashes with Saturday and Sunday featuring the highest number of crashes. He stated that failure to give full attention and following too closely were the biggest crash causes.

Member Lynch asked if the reason for the improvement in crash rate is known. Mr. Harkness responded that the removal of the toll plaza reduced rear-end crashes in that location.

Member Arthur asked if the queue detection system is based on an AI algorithm. Mr. Harkness stated that some machine learning is used but the system is based on historic data adding that the goal is to create something proactive that can project conditions before they occur which would permit timely decisions on operations.

Member Foster asked if the data will be made available to customers and Mr. Harkness responded that a lot of data is available through SHA's CHART system (<https://chart.maryland.gov/>) but he will check on the actual availability.

Mr. Harkness gave a presentation on the dehumidification system installed on the bridge's suspension spans.

The BBRAG was shown a draft version of an overview video for the eastbound deck replacement project. MDTA Community Relations Manager, Ms. Melissa Bogdan, stated that the final version will be sent to BBRAG members once it is ready. The draft video can be viewed here: <https://vimeo.com/899579545>

MDTA Director of Planning and Program Development, Ms. Melissa Williams, provided an updated on the Bay Crossing Tier 2 NEPA study. She stated that:

- Existing and future traffic projections and analysis are ongoing and include looking at origin-destination data.
- Environmental Field Studies have been on-going and will continue through Winter 2024.
- Coordination with state and federal resource agencies has been on-going to discuss engineering and environmental technical studies and Purpose and Need.
- The September Open House Survey Summary is posted to baycrossingstudy.com under public engagement.
- The development of alternatives is on-going and includes:
 - The evaluation of future maintenance needs for the existing bridges.
 - The analysis of potential new crossing structure types including bridge, tunnel, and hybrid bridge/tunnel concepts.
 - An evaluation of various Bay Crossing and US 50/301 lane widening combinations noting that lane combinations will not exceed 10-lanes.
 - Evaluating feasibility of a pedestrian and bicycle shared use path as part of a new bay crossing.
 - An evaluation of transit and other modes in combination with the Bay Crossing and US 50/301 lane combination studies.
- Alternatives will be shown at the next series of public meetings to be held in Fall 2024.

Ms. Williams reminded members that if there is a community event that the MDTA should attend with information on the Bay Crossing Study, please let her know.

MDOT SHA Administrator Will Pines provided an update on local projects including two traffic signal projects. At MD 178 and Pleasant Plains there was a temporary pause on signal construction due to questions from a property owner. Construction will restart before summer. At MD 179 and Busch's Frontage Road, the existing flashing red signal is being replaced by a full traffic signal which will be operational prior to Memorial Day. Member Pines stated that SHA has started looking at resurfacing Whitehall Road and East College Parkway but funding is not in place yet as they are considered local roads. They are therefore not eligible for federal funding which means looking to state funding and SHA is looking to see when the work can be programmed.

Member Pines stated that it is SHA's intention to undertake another pilot ramp management program on the western shore which will start two weeks prior to Memorial Day. For approximately the first month, they will keep Exit 30 open. SHA believes that the closure of Exit 31 and temporary closure of exit 32 on weekends will be sufficient and that closing Exit 30 does mean allocating resources to the closure that could be allocated elsewhere to areas such as mowing. SHA will continuously evaluate and if conditions indicate heavy local road congestion, then they will evaluate the potential need to resume future closures of Exit 30 as well. Member Pines stated that the first few weekends will see exit 32 closed on Fridays and Saturday mornings with ramps being unmanned overnight. Member Pines stated SHA will coordinate with Northrup Grumman and will not close Exit 32 on most Thursdays.

Referring to the Eastern shore, Member Pines stated that results from the traffic study undertaken during temporary pilot periods done last year were provided to Queen Anne's County and that SHA will meet in February to review. He added that SHA will plan some public engagement activities with some implementation of ramp management during the pilot program. He added that the results on the Eastern Shore were more mixed, where generally local residents along MD 8 expressed negative comments on the pilot and residents from other areas of Kent Island viewed the pilot favorably. Because the primary objection of MD 8 residents was with the detour, SHA does not expect the pilot can be extended to close additional ramps east of the pilot's closures, as some residents have suggested.

Member Pines added that further trials are needed before long-term implementation of ramp management procedures can be considered and that SHA needs to coordinate with the map app companies prior to implementation for closures to be effective.

Responding to a question from Member Lynch, Member Pines stated that Exit 32 would not be closed on Sundays during the pilot program as the primary traffic movement is in other direction.

Unfinished Business

Bay Bridge Run

Bay Bridge Administrator James Turner stated the Bay Bridge Run was held on Sunday November 12, 2023 and was a successful event. There were just over fifteen thousand

participants that finished. The span was re-opened prior to noon and there were minor delays in each direction. Overall feedback was positive and the MDTA is looking at potential dates for 2024.

New Business

Chair Schulz stated that there was no new business outstanding. He opened the floor to the group with no new business being brought forward.

Public Comments

No public comments were presented.

The next meeting will be held on Wednesday, April 3, 2024, at 6:00p.m.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Moran at 7:17p.m.

ATTACHMENTS: Bay Bridge Cable Dehumidification System Presentation

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, April 3, 2024, 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, April 1, 2023. 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	
Approval – Open Session Meeting Minutes of January 3, 2024	6:05 PM
BBRAG	
Report – Quarterly Group Activities and Recommendations	6:20 PM
BBRAG	
Report – MDTA & MDOT SHA Updates	6:30 PM
Jim Harkness, MDTA Chief Engineer &	
Will Pines, MDOT SHA Administrator	
Report – Bay Crossing Tier 2 NEPA Study	6:55 PM
Melissa Williams, Director, MDTA Department of Planning and Program Development	
Old Business	7:10 PM
New Business	7:12 PM
Annual Report	
BBRAG	
Public Comments	7:30 PM

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

Next Meeting: Wednesday, July 3, 2024 at 6pm