

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

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

July 2021

MSAR #12722

The Chesapeake Bay Bridge Reconstruction Advisory Group

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. 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 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 authority and provide pertinent input related to traffic and customer service issues; and assisting the authority 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), Twitter (twitter.com/TheMDTA) and via email and text alerts delivered through govdelivery.com. The MDTA also hosts details regarding BBRAG meetings, agendas, and meeting minutes on its website.

The MDTA provides staff to support the Advisory Group.

Membership

Surname	First Name	Member	Term Expires
Broderick	Mr. Jack	Governor App.	2022
Chaney	S. Hamilton	Anne Arundel Co. Appt.	2022
Deoudes	Mr. Nicholas J.	Governor Appt.	2021
Lord	Michael	Governor Appt.	2022
Lynch	Ms. Patricia (Pat)	Governor Appt.	2021
Moran	Commissioner Jim	Queen Anne's Co. Appt.	2021
Riegel	Dr. Kurt	Anne Arundel Co. Appt.	2023
Schulz	Mr. Tracy	Governor Appt.	2023
Wilson	Commissioner Steve	Queen Anne's Co. Appt.	2021
Hitchings	Ms. Barbara	Governor Appt.	2023

Powell	MDOT Deputy Secretary of Operations Mr. Sean	Ex officio, Secretary of Transportation Designee	-
Ports	MDTA Executive Director Mr. Jim	Ex officio	-
Smith	Administrator, MDOT SHA Mr. Tim	Ex officio	-

Meetings

On July 17, 2020, Ms. Melissa Bogdan of the MDTA formally invited the members to the initial meeting of the Advisory Group, which was held on August 5, 2020. Members were provided with a meeting agenda, a directory of BBRAG members and key MDTA staff, the text of House Bill 56, and a preliminary draft of By-Laws to be discussed at the meeting.

Due to the COVID-19 pandemic and public health restrictions placed on in-person events and gatherings, all meetings of the BBRAG contained in this report were held online in a virtual meeting space. Members were sent an agenda in advance of each meeting and materials presented were distributed to members after each meeting in addition to being posted on the BBRAG webpage hosted by the MDTA.

August 5, 2020

The inaugural meeting of the BBRAG was primarily administrative in nature. The meeting was opened by MDOT Deputy Secretary of Operations Mr. Sean Powell who presided as Chair of this meeting of the Advisory Group. Members received an overview of House Bill 56 and its requirements, and elected Mr. Tracy Schulz as Chair and Ms. Barbara Hitchings as Vice-Chair. MDTA Principal Counsel Kim Millender provided an overview of the Maryland Open Meetings Act (“OMA”) and detailed why and how it covers meetings of the BBRAG. Members discussed the by-laws governing BBRAG meetings and proposed amendments to the preliminary draft provided for final review and vote of approval at the subsequent meeting. MDTA Chief Engineer, Will Pines, provided the BBRAG a status update on the 15 active projects at the Bay Bridge in the Capital Program and the Administrator of MDOT State Highway Administration (SHA), Tim Smith, provided an overview of current efforts on both shores including the use of messaging regarding traffic on US 50.

Quarterly Group Report to the MDTA

Advisory Group activities were not reported in accordance with House Bill 56 as this was the inaugural meeting of the BBRAG.

Materials posted to webpage:

- Meeting Agenda
- Approved Minutes
- Approved By-Laws
- House Bill 56
- Open Meetings Act Presentation
- BB-2819 Joint Replacement Process Presentation

October 7, 2020

At the second meeting of the BBRAG, members approved by-laws governing the Advisory Group's meeting and resolved to record future meetings and make them publicly available on the internet. Chair Schulz stated that the BBRAG is subject to the Public Ethics Law and that an exemption from the financial disclosure requirements was submitted to the State Ethics Commission. Members received presentations on community requests fulfilled by the MDTA and MDOT SHA, contra-flow and congestion management operations at the Bay Bridge, and construction updates from both the MDTA and MDOT SHA. Members resolved to draft a letter to the Board of Public Works in support of expediting the project to finalize All-Electronic Tolling facilities at the bridge. Members discussed crisis management at the bridge.

Quarterly Group Report to the MDTA

Advisory Group activities were not reported for the quarter from July through September in accordance with House Bill 56.

Materials posted to webpage:

- Meeting Agenda
- Approved Minutes
- MDTA Bay Bridge Projects Update
- Community Requests Fulfilled Presentation
- BBRAG Contraflow Update Presentation
- Bay Bridge Traffic Discussion Presentation

January 6, 2021

At the first meeting of the BBRAG in 2021, members received construction updates from the MDTA, MDOT SHA, and an update on the Bay Crossing Tier I NEPA Study. Chair Schulz stated that the State Ethics Commission approved the request for an exemption in accordance with the provisions of Code of Maryland Regulations (COMAR 19A.03.01.04) as it concluded that the Chesapeake Bay Bridge Reconstruction Advisory Group functions in an advisory capacity only and there was no other compelling reason that would require disclosures.

MDTA Manager of Government Relations, Mr. Bradley Ryon, informed the BBRAG of their reporting requirements under House Bill 56 with subsequent discussion on the annual report.

The BBRAG discussed steps that local stakeholders and communities can do about crisis incident management at the Bay Bridge and how innovative tolling methods could assist with alleviating congestion.

Quarterly Group Report to the MDTA

Advisory Group activities were not reported for the quarter from October through December in accordance with House Bill 56.

Materials posted to webpage:

- Meeting Agenda
- Meeting Audiovisual Recording
- Approved Meeting Minutes

April 6, 2021

Note: the minutes of this meeting are scheduled for consideration and approval at the BBRAG meeting on July 7, 2021.

At the second meeting of the BBRAG in 2021, members received construction updates from both the MDTA and MDOT SHA, reported on their individual activities since the January meeting, and were informed of the Bay Crossing Tier I NEPA Study public hearings that were to take place later in April. Members received an update on the progress of the annual report, status updates on the active projects at the Bay Bridges in the Capital Program, including the planned Eastbound Bay Bridge Deck Replacement project, and presentations on challenges with alternative contra-flow options and resources the BBRAG can consult for information on traffic at the bridge and the concept of dynamic tolling.

Quarterly Group Report to the MDTA

Group activities in this quarter included Chair Schulz working with the Queen Anne's Co. Fire Department to change the location of their incident management staging area for the eastbound bridge to make it easier for fire and EMS personnel to access. Member Broderick assisted with the ongoing process to update the Queen Anne's County Comprehensive Plan. Members Hitchings and Lynch provided updates to their respective communities (including the Broadneck Council of Communities) and distributed minutes of the January 2021 meeting.

Member Hitchings sent out two group emails. One was sent to a listing of Broadneck area residents. They in turn forwarded it to other members in their community if they were the lead person for their HOA. The second email was sent to citizens located outside the Broadneck area but who frequently use the bridge and want to be kept informed. Both groups received copies of the January meeting minutes and a brief overview of what took place at the meeting.

When the Broadneck Community Council (BCC) met, Member Hitchings gave an update on any BBRAG meetings and a brief overview of the previous minutes. The council members were then free to pass on the information to their community residents. Member Lynch additionally presented a report on the January BBRAG meeting at meetings of the Growth Action Network.

Materials posted to webpage:

- Meeting Agenda
- Meeting Audiovisual Recording
- Traffic Background Resource List
- Bay Bridge Contraflow - 4 WB, 1 EB Average August Sunday Analysis Presentation

Appendix

Agenda of August 5, 2020 BBRAG Meeting

Minutes of August 5, 2020 BBRAG Meeting

Agenda of October 7, 2020 BBRAG Meeting

Minutes of October 7, 2020 BBRAG Meeting

BBRAG Letter to Board of Public Works

Agenda of January 6, 2021 BBRAG Meeting

Minutes of January 6, 2021 BBRAG Meeting

Agenda of April 6, 2021 BBRAG Meeting

Draft* Minutes of April 6, 2021 BBRAG Meeting

*Scheduled for consideration and approval at the July 7, 2021 BBRAG meeting

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

Wednesday, August 5, 2020 6:00 PM

CONFERENCE CALL

Call-In Number: +1 443-409-5228

Conference ID Number: 554 970 199#

[Microsoft Teams BBRAG Meeting Link](#)

AGENDA

NOTE: This is an Open Meeting being conducted via conference call. The public is welcomed to call in to listen to the proceedings; however, the public cannot disrupt the proceedings. *If you wish to comment on an agenda item please email your name, affiliation, and agenda item to mbogdan@mdta.state.md.us no later than 3:00 p.m. on Tuesday, August 4, 2020.* At the appropriate time during the meeting the Chairman will call you by name and you will have 2-minutes to comment on the agenda item you referenced in your email. Questions will not be answered during this time. We ask that all persons calling in be willing to state and spell your name so that it can be included in our meeting minutes.

- | | | |
|-------------------------------------------|----------------------------------------------------------------------------------------------------|---------|
| 1) Welcome and Introductions | Sean Powell
Deputy Secretary of Operations,
MDOT | 10 mins |
| 2) House Bill 56, Review and Requirements | Bradley Ryon
Government Relations, MDTA | 5 mins |
| 3) Election of a Chair | Advisory Group Members | 10 mins |
| 4) Open Meetings Act Compliance | Kim Millender
Assistant Attorney General
Principal Counsel, MDTA | 10 mins |
| 5) Drafting of Bylaws | Advisory Group Members &
Kim Millender
Assistant Attorney General
Principal Counsel, MDTA | 30 mins |
| 6) SHA & MDTA Updates | Will Pines
Chief Engineer, MDTA

Tim Smith,
Administrator, MDOT SHA | 10 mins |

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)
Regular Meeting
Wednesday, August 5, 2020
OPEN SESSION
Sean Powell, Acting Chair

MEMBERS ATTENDING: Jack Broderick
Hamilton Chaney
Nicholas Deoudes
Barbara Hitchings
Michael Lord
Pat Lynch
Jim Moran
Jim Ports
Sean Powell
Kurt Riegel
Tim Smith
Tracy Shulz
Steve Wilson

STAFF ATTENDING: Melissa Bogdan
Natalie Henson
Courtney Highsmith
Richard Jaramillo
Charles Kenny
April King
Heather Lowe
Kelly Melhem
Kim Millender
Mary O'Keeffe
Will Pines
Robert Rager
Mike Rice
Brad Ryon
Steven Zawodny

OTHER ATTENDEES: Joey Sagal, MDOT SHA
Kenneth Fender, District 2 Engineer, MDOT SHA
Steve Cohoon, Public Facilities Planner, Queen Anne's County DPW
Amanda Fiedler, Anne Arundel County Councilor District 5

At 6:01p.m. Acting Chair Sean Powell called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order. With this open meeting being done via conference call, a roll call of participants was taken by Mr. Powell to ensure the minutes accurately reflected those persons on the call and to ensure a quorum of the BBRAG was present.

WELCOME AND INTRODUCTIONS

Mr. Powell opened the meeting by providing an overview of the meeting agenda and on behalf of the Secretary of Transportation Greg Slater, expressed appreciation to the members for serving on the Advisory Group. Mr. Powell stated he would chair this meeting pursuant to the election of a Chair and Vice-Chair whose terms begin at the subsequent meeting.

HOUSE BILL 56 REVIEW AND REQUIREMENTS

MDTA Manager of Government Relations Mr. Bradley Ryon provided an overview of House Bill 56 as passed by the Maryland General Assembly during its 2020 session. Mr. Ryon detailed the bill's requirements regarding the BBRAG's functions and role, the composition of its membership, and its duties and responsibilities. Mr. Ryon noted that the bill was passed as an emergency measure and therefore took effect on July 1, 2020.

ELECTION OF CHAIR AND VICE-CHAIR

MDTA Principal Counsel Kim Millender stated that it is for the members to decide who will be the Chair and Vice-Chair with a motion, a second and a simple majority vote. Member Hitchings nominated Mr. Tracy Schulz for the position of Chair with a second from Member Ports. A unanimous vote was recorded in favor of Mr. Schulz. Member Schulz nominated Ms. Barbara Hitchings for the position of Vice-Chair with a second from Member Lynch. A unanimous vote was recorded in favor of Ms. Hitchings.

OPEN MEETINGS ACT COMPLIANCE

MDTA Principal Counsel Kim Millender provided an overview of the Maryland Open Meetings Act ("OMA") and detailed why and how it covers meetings of the BBRAG. Ms. Millender stated that according to the OMA, the BBRAG must designate at least one member to receive training and attain a certificate for said training. It was suggested that all members undertake the training. Ms. Melissa Bogdan is to distribute information regarding the training to the BBRAG members. Members Hitchings and Lord volunteered to be the designees and were confirmed with a unanimous vote. Ms. Millender stated that the designated members have 90 days to take the training but recommended they do so prior to the next BBRAG meeting if it occurs sooner than that.

DRAFTING OF BYLAWS

MDTA Principal Counsel Kim Millender reviewed the draft Bylaws and described the sections of the draft document for discussion. The BBRAG discussed amendments to the meeting schedule and location, the preferences of members for meeting notification, and whether members should be able to call in to a meeting if they cannot attend in person. It was requested that the Bylaws state that minutes be prepared and sent to members within 30 days of a meeting. The BBRAG decided to include provisions for majority voting and whether a vacancy counts towards the quorum. Ms. Millender stated that the Bylaws will be revised and sent to members for review prior to a vote at the next meeting. The BBRAG indicated general consensus with the proposed amendments to the draft Bylaws with a final review and vote to occur at the next meeting.

Member Deoudes made a motion to schedule meetings for the first Wednesday of each quarter beginning with the next calendar quarter which was seconded by Member Schulz. It was decided that the year should begin in January 2021 with a meeting in the interim in the fall. He proposed a meeting in October 2020.

MDTA & MDOT SHA PROJECT UPDATES

MDTA Chief Engineer, Will Pines, provided the BBRAG a status update on the 15 active projects at the Bay Bridges in the Capital Program. Mr. Pines explained that as of August 5, 2020, there are 2 projects in design, 3 in procurement, and 10 projects with ongoing construction. Mr. Pines provided additional construction details on the status of the BB-2819, BB-3008, BB-2726 and BB-3014 contracts, including a presentation of the use of steel plates for the joint replacements in BB-2819 that described the multi-night operations and the necessity of the steel plates for the work to keep all lanes open. Mr. Pines demonstrated that the only available alternative to using the steel plates for the joint replacement work is to close the span, which is not possible at this time of year.

Bay Bridge Capital Projects - August 2020 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Completion	Design (D), Procurement (P), or Construction (C) Phases
2228	BB-2466	Cable Rewrapping & Dehumidification of Cables	7/12/11	8/27/12	60,515	Fall 2020	C
2260	BB-2805R	Clean and Paint Structural Steel of Westbound Bay Bridge - Phase IV	9/15/15	6/1/17	24,686	Fall 2020	C
2329	BB-2757R	Replace 5KV Feeder on EB Span & Redundant Cable	4/16/19	10/15/19	39,593	Fall 2021	C
2342	BB-2754	Rehabilitate Suspension Spans on Westbound Span	3/13/15	7/11/16	42,636	Fall 2020	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Fall 2021	C
2412	BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	23,631	Summer 2021	C
2459	BB-3007	Rehabilitate Maintenance Facilities of Eastbound and Westbound Spans	12/20/19	8/20/20	5,145	Fall 2021	C
2469	BB-3005	Miscellaneous Rehabilitation of the Bay Bridge	10/25/17	7/2/18	9,452	Winter 2020/21	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	17,943	Fall 2022	C
2481	BB-3009	Police Building Generator Replacement	6/26/19	4/6/20	627	Winter 2020/21	C
2501	BB-3013	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	8/30/19	9/7/20	15,000	Fall 2022	P
2317	BB-2726	Rehabilitate Decks of Eastbound Span - Phase I Deck Widening and Replacement of Deck Truss Spans (Eng. Only)	9/26/19	9/10/20	11,135	Winter 2021/22 (Design)	P
2516	BB-3014	Bay Bridge All Electronic Toll (AET) Conversion	9/11/20	2/1/21	45,591	Spring 2023	P
2470	BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	10/1/20	5/11/21	4,580	Summer 2022	D
2504	BB-3012	Queue Detection System (Eng. Only)	N/A	N/A	756	N/A	D - SHA Project

The Administrator of MDOT State Highway Administration, Tim Smith provided an overview of current efforts on both shores including the use of messaging to keep traffic on US 50. Member Powell stated that MDTA and MDOT SHA look at the bridge as one part of a corridor and are constantly in contact.

There being no further business, the meeting of the BBRAG was adjourned by a unanimous vote from the members with a motion from Member Schultz and a second from Member Riegel at 7:36p.m. The next meeting will be held on October 7, 2020 at 6:00p.m. via Open Meeting Conference Call.

ATTACHMENTS: HB 56, Draft By-Laws, Open Meetings Act presentation, BB-2819 presentation.

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, October 7, 2020, 6:00 PM

CONFERENCE CALL

Call-In Number: +1 443-409-5228
Conference ID Number: 983 120 198#
Microsoft Teams Meeting Link: [Microsoft Teams BBRAG Meeting Link](#)

NOTE: This is an Open Meeting being conducted via conference call. The public is welcomed to call in to listen to the proceedings; however, the public cannot disrupt the proceedings. ***If you wish to comment on an agenda item please email your name, affiliation, and agenda item to mbogdan@mdta.state.md.us no later than 3:00 p.m. on Tuesday, October 6, 2020.*** At the appropriate time during the meeting the Chairman will call you by name and you will have 2-minutes to comment on the agenda item you referenced in your email. Questions will not be answered during this time. We ask that all persons calling in be willing to state and spell your name so that it can be included in our meeting minutes.

1. [Welcome and Introductions](#)
Tracy Schulz, BBRAG Chair – 5 mins
2. [Approval – Open Session Meeting Minutes of August 5, 2020](#)
BBRAG – 5 mins
3. [Approval – Bylaws of the Chesapeake Bay Bridge Reconstruction Advisory Group](#)
BBRAG – 5 mins
4. [Maryland State Ethics Financial Disclosure Exemption Submission](#)
Tracy Schulz, BBRAG Chair – 5 mins
5. [Community Requests Fulfilled](#)
Will Pines, MDTA Chief Engineer – 10 mins
6. [Contra Flow Update](#)
Richard Jaramillo, MDTA Chesapeake Bay Bridge Facility Administrator– 10 mins
7. [Bay Bridge Traffic Discussion](#)
Jim Harkness, MDTA Director of Engineering – 10 mins
8. [Bay Crossing Study Update](#)
Heather Lowe, MDTA Project Manager – 10 mins
9. [MDTA & SHA Updates](#)
Will Pines, MDTA Chief Engineer & Tim Smith, SHA Administrator– 10 mins
10. [Public Comments](#)
10 mins

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

Next Meeting: Wednesday, January 6, 2021 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, October 7, 2020

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

At 6:00p.m. Chair Tracy Schultz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order. With this open meeting being done via conference call, a roll call of participants was taken by Ms. Melissa Bogdan to ensure the minutes accurately reflected those persons on the call and to ensure a quorum of the BBRAG was present.

Members in Attendance

Jack Broderick
Hamilton Chaney
Nicholas Deoudes
Barbara Hitchings
Michael Lord
Pat Lynch

Jim Moran
Jim Ports
Sean Powell
Kurt Riegel
Tim Smith
Tracy Schulz
Steve Wilson

Staff in Attendance

Robert Bayne
Melissa Bogdan
Jamie Cornelius
Ken Fender
Jim Harkness
Natalie Henson
Courtney Highsmith
Richard Jaramillo
Charles Kenny
April King
Heather Lowe
Kim Millender
Mary O'Keeffe
Will Pines
Robert Rager
Brad Ryon
Joey Sagal
John Sales
Colin Sweetin
Melissa Williams
Steven Zawodny

Others in Attendance

Delegate Heather Bagnall (District 33)
Delegate Shaneka Henson (District 30A)
(Represented by Gail Wegner)
Delegate Sid Saab (District 33)
Senator Pamela Beidle (District 32)
Senator Steve Hershey (District 36)
Senator Ed Reilly (District 33)
Steve Cohoon, Queen Anne's County DPW
Ramond Robinson, Anne Arundel County
Ted McNeil
Britt Griswold
Pat Schmitt
Raymond Robinson
Candice Spector (Press)

Minutes of August 5 Meeting

On a motion by Member Deoudes with second from Member Broderick, the minutes of the August 5 meeting were approved.

Unfinished Business

By-laws

BBRAG Chair Schulz presented the draft by-laws to the Advisory Group. Member Lord motioned to amend the By-laws to include the Vice-Chair in the same bylaw concerning election of the Chair. On a motion by Member Broderick with second from Member Riegel, the By-laws were approved as amended.

New Business

Meeting Recording

On a motion from Member Riegel with second from Member Wilson, it was resolved to create audio-visual recordings of future meetings of the BBRAG and make them available for public access.

Maryland State Ethics Financial Disclosure Exemption Submission

BBRAG Chair Schulz stated that State Ethics Commission formally determined that the BBRAG is an Executive Unit and the members are public officials subject to the Public Ethics Law. He added that Members of an Executive Unit are required to file the annual limited board and commission financial disclosure statement unless exempted. Advisory boards may be exempted from the financial disclosure requirement while boards having duties beyond advisory generally are not exempted.

Mr. Schulz stated that MDTA is pursuing the exemption for BBRAG as it is an advisory board and may be exempted. The necessary forms for the disclosure exemption have been submitted by MDTA on behalf of the BBRAG and they are currently awaiting a response from the State Ethics Commission.

Member Lord stated that although members may not need to submit financial disclosure declarations, they must still comply with the provisions of the law related to conflicts of interest.

Community Requests Fulfilled

MDTA Chief Engineer Will Pines provided an overview of the community requests related to the Bay Bridge that MDTA has received as well as the action subsequently taken.

Member Broderick provided clarification of the request concerning the Federal Highway Administration. Member Ports responded that MDTA will reopen that request and that MDOT SHA would provide a follow-up at the next meeting.

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)
 Regular Meeting
 Wednesday, October 7, 2020
 OPEN SESSION

Status	Requests	Requestor	Outcomes
✓	Requested a copy of the Electric Ferry Study recently completed.	Pat Lynch	COMPLETE - Ferry Study provided.
✓	Requested BBRAG Member advanced notice of major announcements.	Pat Lynch	COMPLETE - Alert process has incorporated BBRAG notice.
⌚	Request for a FHWA expert to present to the group on federal involvement in US 50.	Jack Broderick	PENDING – Request passed to MDOT SHA
✓	Requested to hold a traffic impacts workshop.	BBRAG	COMPLETE - Workshop held at 12/4/2019 BBRAG meeting.
✓	Request for a summary for how to sign up for text and email notifications.	Pat Lynch	COMPLETE - Sent information on how to sign-up through the "Stay Informed" link on the Bay Bridge website at mdta.maryland.gov/blog-category/mdta-traffic-advisories/bay-bridge-us-50301-lane-closures-and-traffic-patterns-132 .
✓	Requested to limit the number of open toll plaza lanes to more effectively reduce vehicle bottlenecks at the bridge entrance.	Senator Reilly	COMPLETE - Toll booths were removed with the AET implementation.
✓	Requested that two way (contraflow) operations are implemented by length of the backups on either side of the bridge, not vehicle per hour (VPH) count.	Senator Reilly	COMPLETE - Provided a January 7, 2020 Response letter indicating "Traffic congestion has always been one factor when determining whether to implement or terminate contra-flow operations." Furthermore, provided a contraflow summary indicating that contraflow operations are based on conditions on the ground, including but not limited both vehicle per hour (VPH) count and length of queues.
✓	Requested to provide better "Stay on US 50" notices on the western shore.	Senator Reilly	COMPLETE - Leveraging PVMSs to provide Stay on US 50 alerts along EB.
⌚	Requesting to restrict large commercial trucks from using St. Margaret's Road, as well as the north and south service roads, except for local delivery.	Senator Reilly	PENDING – Evaluating legal and trucking industry implications.
✓	Requested to restrict all truck traffic on the bridge be restricted to right lane use only.	Senator Reilly	COMPLETE - Summarized existing restrictions, enforcement, and signage on US 50 adjacent to the bridge and on the bridge itself to direct trucks to the right lane.
✓	Requested to hand a post card to each cash-paying vehicle explaining how to apply for an E-ZPass.	Senator Reilly	COMPLETE - With the AET implementation, significant outreach was and is conducted to alert customers to apply for E-ZPass.
✓	Requested to extend the E-ZPass lane back another mile during interim cashless tolling.	Senator Reilly	COMPLETE - With the AET implementation, the lane configuration concerns have been eliminated and the alignment will be further improved with the full facility conversion in 2023.
✓	Requested the installation of automatic lane control systems to eliminate the current use of cones.	Senator Reilly	COMPLETE - the ALCS system installation is underway on the Eastern shore and the procurement is advancing for the installation on the Western shore.
✓	Requested monthly updates for the public with the status of all major issues facing the Bay Bridge.	Senator Reilly	COMPLETE - MDTA provides regular (typically more frequently than monthly during summers) Bay Bridge updates with news alerts and social media.
✓	Requested monthly updates for the public with the status of all major issues facing the Bay Bridge.	Senator Reilly	COMPLETE - MDTA provides regular (typically more frequently than monthly during summers) Bay Bridge updates with news alerts and social media.
✓	Requested the installation of AET as soon as possible. * Note: advanced AET, despite opposition letters requesting not to move forward with AET.	QAC Commissioners	COMPLETE - AET implemented at BB on May 12, 2020.
✓	Requested a video of the automated lane closure system.	QAC Commissioners	COMPLETE - Renderings and videos provided.

Status	Requests	Requestor	Outcomes
✓	Requested dates of previous deck work on the Bay Bridge.	QAC Commissioners	COMPLETE - Deck work history provided.
✓	Requested a meeting and tour, with MDTA staff, of the deck work on the Bay Bridge.	QAC Commissioners	COMPLETE - Provided a tour of the WB Deck Rehabilitation with QAC TV and one Commissioner.
✓	Requested for MDTA to direct the Contractor to work through the Thanksgiving Holiday.	QAC Commissioners	COMPLETE - Worked through the Thanksgiving holiday, which was the primary means to compress the project schedule.
✓	Requested to work on the Westbound Deck rehabilitation until May 15th.	QAC Commissioners	COMPLETE - Deck rehabilitation work in the WB right lane completed on April 1st, ahead of schedule.
✓	Requested an analysis showing that a limited number of open toll plaza lanes, would more effectively reduce vehicle bottlenecks at the bridge entrance.	Senator Reilly	COMPLETE - AET implemented at BB on May 12, 2020, and noted that capacity limitations at the bridge are the driver of congestion not the toll plaza or other traffic operational features.
✓	Requested to <u>not</u> allow periodic extended closures from 5pm until 5am of Lane #2 to expedite the completion of the WB Deck Rehabilitation.	QAC Commissioners	COMPLETE - Lane #2 closures were leveraged, and the WB right lane completed on April 1st, ahead of schedule. However, did not use closures for the extended period.
✓	Request to reconfigure the MOT at Duke Street for the MD 8 ramp.	Public Meeting input	COMPLETE – Completed the reconfiguration of the MOT at Duke Street.
✓	Requested a discussion on the use of contraflow.	Pat Lynch	COMPLETE: Conference call held on August 7th.

Contra Flow Update

MDTA Chesapeake Bay Bridge Facility Administrator Richard Jaramillo presented an overview of contra flow operations at the Bay Bridge. Member Hitchings asked if contra-flow operations were implemented at pre-designated times. Mr. Jaramillo responded that they are not, and decisions are made based on traffic and weather conditions in conjunction with observations from staff on the ground.

Bay Bridge Traffic Discussion

MDTA Director of Engineering Jim Harkness presented an overview of traffic congestion management operations on the Bay Bridge.

Bay Crossing Study Update

Project Manager Heather Lowe provided an update on the study

- Alternatives Report posted to the project website in early September.
- The recently completed Alternatives Report provides details on the alternative screening process. The report includes an overview of the Purpose and Need for the study, describes the range of preliminary alternatives considered that was made publicly available in fall 2019, and presents an environmental inventory of the study area. The Report also discusses the alternative screening process and the screening analysis results.

- Based on the screening analysis, Preliminary Corridor Alternatives Retained for Analysis (CARA) were presented at public Open House meetings in fall 2019. Input from those meetings as well as concurrence from federal and State regulatory agencies as part of the NEPA review process has led to Corridors 6, 7 and 8 being carried forward for further analysis as indicated in the Alternatives Report. These are the only corridors that sufficiently meet the study’s Purpose & Need. The Alternatives Report can be found at baycrossingstudy.com under the NEPA Process Tab under Alternatives Screening.
- The three CARA and the No-Build Alternative will be analyzed in the Tier 1 Draft Environmental Impact Statement (DEIS) anticipated to be released for public review this fall.
- Winter Hearings will follow the DEIS release.

MDTA & SHA Updates

MDTA Chief Engineer Will Pines provided the BBRAG a status update on the 15 active projects at the Bay Bridges in the MDTA Capital Program.

Bay Bridge Capital Projects - October 2020 Update

Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Completion	Design (D), Procurement (P), or Construction (C) Phases
BB-2466	Cable Rewrapping & Dehumidification of Cables	7/12/11	8/27/12	60,515	Fall 2020	C
BB-2805R	Clean and Paint Structural Steel of Westbound Bay Bridge - Phase IV	9/15/15	6/1/17	24,686	Fall 2020	C
BB-2757R	Replace 5KV Feeder on EB Span & Redundant Cable	4/16/19	10/15/19	39,593	Fall 2021	C
BB-2754	Rehabilitate Suspension Spans on Westbound Span	3/13/15	7/11/16	46,055	Fall 2020	C
BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Fall 2021	C
BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	28,821	Summer 2021	C
BB-3007	Rehabilitate Maintenance Facilities of Eastbound and Westbound Spans	12/20/19	9/1/20	6,327	Fall 2021	C
BB-3005	Miscellaneous Rehabilitation of the Bay Bridge	10/25/17	7/2/18	9,452	Winter 2020/21	C
BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	17,943	Fall 2022	C
BB-3009	Police Building Generator Replacement	6/26/19	4/6/20	827	Winter 2020/21	C
BB-2726	Rehabilitate Decks of Eastbound Span - Phase I Deck Widening and Replacement of Deck Truss Spans (Eng. Only)	9/26/19	1/4/21	11,805	Winter 2021/22 (Design)	P
BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/15/21	45,591	Fall, 2022	P
BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	1/11/21	6/1/21	4,580	Summer 2022	D
BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	12/21/20	5/4/21	15,000	Summer, 2023	D
BB-3012	Queue Detection System (Eng. Only)	N/A	N/A	756	N/A	D - SHA Project

Member Moran asked why contraflow in the westbound direction on the south bridge could not be managed with three lanes open on the north bridge, providing four (4) of the five (5) bridge lanes westbound during peak Sunday periods. Will Pines stated that the existing shoulder break, pavement depth, and cross slope are not designed to accommodate shifting westbound traffic onto the shoulder area, which would be necessary to keep three highway-speed lanes open on the north bridge. Mr. Pines indicated that highway reconstruction would be necessary to accomplish this four-lane contraflow scenario. Member Moran noted that the inability to provide further capacity to address existing traffic substantiates the immediate need for a new bridge.

Mr. Pines noted that the BB-3014 contract was previously reported with an anticipated completion of Spring 2023. Based on feedback from BBRAG members about significant community safety concerns, the MDTA is attempting to expedite the procurement of this project to try to move up the completion to Fall 2022 (anticipated). However, this would require a successful emergency procurement. Member Ports stated that due to these safety concerns at the Bridge, MDTA is looking to have the BB-3014 contract undertaken immediately, which may require emergency procurement reporting to the Board of Public Works (BPW). Member Broderick suggested the BBRAG submit a letter of support to expedite the emergency procurement of BB-3014 to address the safety concerns of the community. Member Broderick offered to draft the endorsement for the BBRAGs review and attend the BPW meeting on behalf of BBRAG. Mr. Pines indicated that due to the software development and testing durations in the BB-3014 contract, there are no other reasonable options to expedite the BB-3014 project separate from expediting the procurement process.

MDOT SHA Administrator, Tim Smith, stated that additional resources deployed and assisted 370 motorists and 311 incidents. MDOT SHA now reports travel times at 5- and 10-mile distances from the Bay Bridge. MDOT SHA is also partnering with Google and Waze to proactively send out notices about incidents. MDOT SHA is reorganizing its CHART and ITS divisions to seek opportunities for optimizing traffic signals near the Bridge.

Crisis Management

Referring to recent events that forced the closure and traffic restrictions on the Bay Bridge, Member Deoudes asked if MDTA considered the economic impact to local businesses when closing or restricting traffic during such events. Member Deoudes also asked why we don't install nets along the bridge to prevent suicide attempts. Chair Schultz responded, from his experience as a First Responder to these incidents, that the nets don't provide suicide prevention. He stated that they jump into the nets and then jump from the nets. Member Ports responded that MDTA works with police, fire, and EMS teams to resolve such situations as quickly as possible and with an utmost emphasis on safety for all concerned including MDTA customers.

Chair Schulz requested that MDTA evaluate options to further deter access onto the bridge cables and noted the ineffectiveness of a potential bridge netting system for the Bay Bridge. Will Pines indicated that MDTA would re-evaluate options to enhance security features but added that the bridge design for winds would likely limit the use of certain measures.

Public Comments

No public comments were received.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Hitchings at 8:59p.m.

The next meeting will be held on January 6, 2021 at 6:00p.m. via Open Meeting Conference Call.

ATTACHMENTS: Approved BBRAG By-Laws, Community Requests Fulfilled, BBRAG Contra Flow Update, Bay Bridge Traffic Discussion.

Tracy Schulz, Chair

Bay Bridge Reconstruction Advisory Group
(BBRAG)

November 4, 2020

Gregory I. Slater, Secretary of Transportation
Office of the Secretary, Department of Transportation
Harry R. Hughes Department of Transportation Building
7201 Corporate Center Drive
Hanover, Maryland 21076-0548

Secretary Slater:

The Bay Bridge Reconstruction Advisory Group (BBRAG) stands in strong support of the Maryland Transportation Authority (MDTA) advancing an emergency procurement to reconfigure the highway on the Western Shore side of the Bridge to construct an automated lane crossover system for crossover on the Western Shore. Additionally, we will advocate support for the emergency procurement with the Board of Public Works (BPW).

The BBRAG is a newly reconfigured advisory group of citizens, and elected and appointed officials to advise on reconstruction, maintenance and traffic issues surrounding the Bay Bridge from a community perspective.

As you know, the Bay Bridge is a critical infrastructure link for the State of Maryland, connecting both sides of the Chesapeake Bay to jobs, economic, social, medical facilities and recreational opportunities throughout the State. It is a well known fact that the Bay Bridge has a longstanding history of severe summertime congestion, which spills over into neighboring communities and side roads on both sides of the Bridge. This congestion limits access to emergency response and virtually all other travel. It clearly has a negative impact on public health, safety, and welfare. The MDTA has repeatedly emphasized that the demand exceeds the capacity with traffic volumes growing every year. There is simply too much traffic for the number of Bridge lanes. The BRAGG agrees and supports any and all efforts to help alleviate the situation.

MDTA continues to perform necessary maintenance and construction on the Bridges and anticipates that this will continue into the future. Maintenance and construction on the Bridge does have an impact on traffic congestion depending on the hours the work is conducted. Furthermore, we have observed, and many community constituents have expressed, that the global pandemic has altered traffic in unexpected ways, resulting in traffic patterns during unprecedented and unusual periods of the week. These conditions demand immediate advancement of all available options for the best possible traffic operations for the safety of the neighboring communities and for Bridge users,

The use of contraflow, allowing two-way traffic to meet demand, has become a critical tool in Bay Bridge traffic management. Two-way operations occur on both the north and south bridges, and these operations are controlled at the two crossovers on the Eastern and Western shores. Currently the lane changeover process through these crossovers is accomplished by manual movement of traffic cones, which takes time and creates safety issues for workers. The solution is an automated system. Because the westbound (north) Bridge is frequently used for contraflow operations, the MDTA is advancing construction of an automated lane closure system to expedite and control the crossover on the Eastern Shore. This system will significantly improve traffic operations and will improve the safety of workers and the travelling public. This closure system for the Eastern Shore system is anticipated to go into operation in 2022.

The MDTA is also in the process of designing and procuring the automated lane closure system for the Western Shore crossover. However, due to the timeframe for a traditional bidding process, that crossover will not be completed and available until 2023. We clearly need relief sooner to help ensure that our citizens have access to emergency response and for the safety of our respective communities. MDTA has indicated that leveraging an emergency procurement is the only way to complete the Western Shore crossover sooner than currently planned.

The BBRAG has consistently asserted that the current conditions create an untenable situation for our local communities that will only continue to get worse. We strongly agree with the MDTA assessment that an emergency procurement is fully merited. We appreciate the recent efforts made by the BPW, especially the Governor, this past year in advancing the Bay Bridge right lane overlay project and the all-electronic tolling system. Both have contributed immeasurably to improved traffic flow and public safety. We now need similar help to advance this critical safety and traffic operations project, especially with the unusual traffic patterns during the pandemic resulting in serious backups on various days throughout the week.

We therefore affirm our strongest support of the MDTA request for approval of an emergency procurement to reconfigure the highway and construct the lane closure system for the Western Shore crossover. This critical project is clearly an urgent matter of public health, safety, and welfare deserving approval by the BPW.

Respectfully,



Tracy Schulz,
Chair, BBRAG

Cc: James F. Ports, Jr., MDTA Executive Director

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, January 6, 2021, 6:00 PM

CONFERENCE CALL

Call-In Number: +1 443-409-5228

Conference ID Number: 429 862 262#

Microsoft Teams Meeting Link: [Click here to join the meeting](#)

NOTE: This is an Open Meeting being conducted via conference call. The public is welcomed to call in to listen to the proceedings; however, the public cannot disrupt the proceedings. ***If you wish to comment on an agenda item please email your name, affiliation, and agenda item to mbogdan@mdta.state.md.us no later than 3:00 p.m. on Tuesday, January 5, 2021.*** At the appropriate time during the meeting the Chairman will call you by name and you will have 2-minutes to comment on the agenda item you referenced in your email. Questions will not be answered during this time. We ask that all persons calling in be willing to state and spell your name so that it can be included in our meeting minutes.

Welcome and Introductions

Tracy Schulz, BBRAG Chair – 5 mins

Approval – Open Session Meeting Minutes of October 7, 2020

BBRAG – 5 mins

MDTA & MDOT SHA Updates

Jim Harkness, MDTA Acting Chief Engineer & Tim Smith, MDOT SHA Administrator – 10 mins

Bay Crossing Study Update

Heather Lowe – 5 mins

Unfinished Business

State Ethics Commission Response

Tracy Schulz – 5 mins

BB-3014 Expedition and Board of Public Works letter of support

BBRAG – 10 mins

New Business

BBRAG Reporting Schedule

Bradley Ryon and BBRAG – 10 mins

Incident Management Discussion

Commissioner Moran & BBRAG – 5 mins

Tolling Options Discussion

Commissioner Moran & BBRAG – 5 mins

Public Comments

10 mins

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

Next Meeting: Wednesday, April 7, 2021 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, January 6, 2021

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

At 6:00p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order. With this open meeting being done via conference call, a roll call of participants was taken by Ms. Melissa Bogdan to ensure the minutes accurately reflected those persons on the call and to ensure a quorum of the BBRAG was present.

Members in Attendance

Jack Broderick
Barbara Hitchings
Michael Lord
Jim Moran
Jim Ports
Sean Powell
Kurt Riegel
Tim Smith
Tracy Schulz

Members not in Attendance

Hamilton Chaney
Nicholas Deoudes
Pat Lynch
Steve Wilson

Staff in Attendance

Melissa Bogdan
Jamie Cornelius
Ken Fender
Courtney Highsmith
Jim Harkness
Richard Jaramillo
Charles Kenny
Heather Lowe
Kelly Melhem

Kim Millender
Mary O’Keeffe
Will Pines
Robert Rager
Mike Rice
Brad Ryon
Joseph Sagal
Colin Sweetin
Kaleigh Leager

Others in Attendance

Senator Ed Reilly (District 33)
Delegate Sid Saab (District 33, represented by Aysia)
Delegate Mike Malone (District 33, represented by Kathy O’Donovan)
Councilman Nathan Volke (AA Co. District 3, represented by Sara Gannon)
Steve Cohoon, Queen Anne’s County DPW
Ramond Robinson (Anne Arundel Co. DOT)
Todd Mohn (Queen Anne’s Co.)
George Harvey (QATV)

Minutes of October 7, 2020 Meeting

On a motion by Member Riegel with second from Member Broderick, the minutes of the October 7 meeting were approved.

MDTA & MDOT SHA Updates

MDTA Acting Chief Engineer Jim Harkness provided the BBRAG a status update on the 14 active projects at the Bay Bridges in the Capital Program.

Bay Bridge Capital Projects - January 2021 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Completion	Design (D), Procurement (P), or Construction (C) Phases
2260	BB-2805R	Clean and Paint Structural Steel of Westbound Bay Bridge - Phase IV	9/15/15	6/1/17	24,686	Summer 2021	C
2329	BB-2757R	Replace 5KV Feeder on EB Span & Redundant Cable	4/16/19	10/15/19	39,593	Fall 2021	C
2342	BB-2754	Rehabilitate Suspension Spans on Westbound Span	3/13/15	7/11/16	46,055	Winter 2020/21	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Fall 2021	C
2412	BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	28,821	Summer 2021	C
2459	BB-3007	Rehabilitate Maintenance Facilities of Eastbound and Westbound Spans	12/20/19	9/1/20	6,327	Fall 2021	C
2469	BB-3005	Miscellaneous Rehabilitation of the Bay Bridge	10/25/17	7/2/18	9,452	Winter 2020/21	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	17,943	Fall 2022	C
2481	BB-3009	Police Building Generator Replacement	6/26/19	4/6/20	827	Summer 2021	C
2317	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	48,500	Fall 2022	C
2501	BB-2726	Rehabilitate Decks of Eastbound Span - Phase I Deck Widening and Replacement of Deck Truss Spans (Eng. Only)	9/26/19	5/2/21	12,050	Fall 2022 (CMAR) Design Phase	P
2470	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	7/1/21	15,824	Summer 2024	P
2504	BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	8/11/21	11/29/21	4,520	Summer 2025	D
	BB-3012	Queue Detection System	N/A	N/A	2,045	N/A	D - SHA Coord

Mr. Harkness stated that per the BBRAG Member's request letter the BB-3014 project has been expedited and initiated as an emergency contract by MDTA.

Member Schulz asked for clarification on project BB-2726 and the deck widening mentioned in the description. Mr. Harkness responded that since this project will involve significant work on the bridge deck, it was decided to undertake limited widening along portions of the bridge where it is feasible. He added that the widening is not an additional lane but is intended to improve bridge operations and safety. There may be some slight improvement in traffic capacity only in the limited area of widening.

Responding to a question from Member Moran, Mr. Harkness stated that MDTA's preference is not to do lane closures during peak periods at any time unless necessary but use of peak period closures may shorten the duration of the project (reducing the overall impacts). Furthermore, BB-2726 is still in the design and procurement stage, so lane closures during peak periods cannot be precluded at this time.

Responding to a question from Member Moran, Mr. Harkness stated that the BB-3008 project is about 35% complete and directional boring has been completed.

Responding to a question from Member Riegel, Mr. Harkness stated that the high voltage power lines currently being replaced under project BB-2757R are for various equipment on the bridge such as the lane use gantries, congestion warning signs, aircraft and navigation beacons as well as the dehumidification system for the suspension cables.

Mr. Harkness concurred with a request from Member Moran to add the percentage complete details for each project to the update table.

Mr. Harkness shared and read the text of a Maryland State Senate resolution sponsored by Senator Ed Reilly praising the “compassion, courage, and professionalism” of the MDTA Police in carrying out their duties on the Bay Bridge. Senator Reilly commented that while a lot of people were inconvenienced as a result of the recent shutdown of lanes to manage the incident, human life is precious, and the outcome was favorable. He thanked the BBRAG for recognizing the citation.

MDOT SHA Administrator Tim Smith provided an update on the continued coordination efforts with MDTA and stated that in 2020, MDOT SHA responded to 620 disabled motorist and responded to 1,800 events. Member Schulz thanked MDOT SHA for making additional resources available and for their proactive monitoring for disabled vehicles and other incidents which greatly help the safety of the fire and EMS teams out on the road.

Bay Crossing Tier I NEPA Study Update

Project Manager Heather Lowe provided an update on the study stating that the MDTA is working with their federal, State and local partners to develop a plan that will allow equal access to Bay Crossing Study hearings and associated materials while protecting the safety of the public during the unprecedented health crisis. MDTA anticipates providing more information on the Bay Crossing Study schedule in early 2021.

Responding to a request from Member Moran, Ms. Lowe stated that the draft Environmental Impact Statement must be available for public review before the next phase can begin. Member Ports added that the project is following a federal process and that federal guidance requires in-person public hearings which are not possible due to the COVID-19 pandemic. This is causing a holdup but MDTA is working with the Federal Highway Administration to try to find an acceptable solution.

Unfinished Business

Maryland State Ethics Commission Response

BBRAG Chair Schulz stated that at its October 22, 2020 meeting, the State Ethics Commission considered the financial disclosure exemption request for the Bay Bridge Reconstruction Advisory Group.

The State Ethics Commission approved the request for an exemption in accordance with the provisions of Code of Maryland Regulations (COMAR 19A.03.01.04) as it concluded that the Chesapeake Bay Bridge Reconstruction Advisory Group functions in an advisory capacity only and there was no other compelling reason that would require disclosures.

The Advisory Group remains subject to other requirements of the Ethics Law, including the conflicts of interest provisions found in Subtitle 5 of the General Provisions Article of the Maryland Annotated Code.

BB-3014 Expedition and Board of Public Works letter of support

Member Broderick expressed thanks for the opportunity for the BBRAG to assist with expediting the BB-3014 project as an emergency contract. Responding to a question from Member Broderick, Member Ports stated that MDTA has the delegated authority to approve projects as emergencies but must follow procedures afterward to notify the Board of Public Works (BPW) which the BBRAG's letter will be part of.

New Business

BBRAG Reporting Schedule

MDTA Manager of Government Relations Mr. Bradley Ryon stated that the current construction of the BBRAG was set up by HB56, a bill that was introduced by Delegate Arentz during the 2020 General Session and became law later that year. In addition to the makeup of the group and other provisions, the law sets up a few reporting requirements:

(1) THE ADVISORY GROUP SHALL REPORT ITS ACTIVITIES AND RECOMMENDATIONS QUARTERLY TO THE AUTHORITY.

(2) 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 reports need to generally summarize the BBRAG's activities.

Member Powell suggested combining the meeting minutes with a cover letter for the annual report. Member Ports suggested adding links to the materials presented and available on the web.

Incident Management Discussion

Member Moran began the discussion by asking what the BBRAG and other stakeholders such as the counties can do to facilitate the lower frequency of incidents and backups.

Member Ports stated that the Bay Bridge is open to any member of the public and access cannot be restricted since anyone can drive on the bridge. He mentioned that most of these incidents have some aspect of mental health and the courts determine the treatment or other resolution for these individuals. MDTA worked with Queen Anne's County's lobbyist to explain the challenges of emergency/incident management as related to mental health and the court system and based on that information the county can pursue legislation if they want to criminalize this behavior.

Tolling Options Discussion

Member Moran began the discussion by noting the importance of advancing the NEPA study given the BBRAG's acknowledgement that the traffic issues at the Bay Bridge are caused by capacity limitations and asking about the funding status of the Tier II NEPA study which is not contained in the current Consolidated Transportation Plan (CTP), with a follow-up question on implementing dynamic tolling for westbound travelers on the Bay Bridge on Sundays.

Member Ports responded that a Tier II NEPA study will not be funded prior to a Record of Decision (ROD) from the relevant federal agency and therefore will not appear in the CTP.

Member Riegel raised the issue of unexploited strategies for flattening the user demand curve, easing peak demand responsible for long backups and delays during certain seasons and times of day. For example, dynamic pricing is well-known to economists as a useful tool. Price-driven demand need not be large, maybe only 10-15 percent, to have a large effect on demand and backups. While some users are price-insensitive, for example those with fixed beach rental turnover times, it takes only a small percentage of users who possess flexibility to respond to price signals, for significant improvement.

Referring to dynamic pricing and demand management, Mr. Ports stated that it is not strictly a Sunday problem and that such a system would be necessary on other days as well. He added that local government could help ease the pressure on the capacity limitation by placing a moratorium on new developments that create additional traffic and add to the already congested bridge. Mr. Ports also concurred with Member Moran that development in Ocean City in conjunction with several decades of the long-running 'Reach the Beach' campaign and infrastructure improvements (such as the drawbridges removed by Governor Schaefer) exacerbate congestion caused by the capacity constraint.

MDTA's Chief Operating Officer Will Pines added that the scope of a dynamic tolling evaluation is significant and is also not contained in the CTP, and therefore not funded. Implementation of a dynamic pricing scenario would also require public toll hearings, thus necessitating a robust study.

Public Comments

No public comments were received.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Broderick at 7:35p.m.

The next meeting will be held on April 7, 2021 at 6:00p.m. via Open Meeting Conference Call.

ATTACHMENTS: BBRAG letter of support for BB-3014 to BPW, State Ethics Commission Exemption Approval, State Senate MTA Police Resolution

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, April 7, 2021, 6:00 PM

CONFERENCE CALL

Call-In Number: +1 443-409-5228
Conference ID Number: 429 862 262#
Microsoft Teams Meeting Link: [Follow link to join the meeting](#)

NOTE: This is an Open Meeting being conducted via conference call. The public is welcomed to call in to listen to the proceedings; however, the public cannot disrupt the proceedings. ***If you wish to comment on an agenda item please email your name, affiliation, and agenda item to mbogdan@mdta.state.md.us no later than 3:00 p.m. on Tuesday, April 6, 2021.*** At the appropriate time during the meeting the Chairman will call you by name and you will have 2-minutes to comment on the agenda item you referenced in your email. Questions will not be answered during this time. We ask that all persons calling in be willing to state and spell your name so that it can be included in our meeting minutes.

Welcome and Attendance

Tracy Schulz, BBRAG Chair – 5 mins

Approval – Open Session Meeting Minutes of January 6, 2021

BBRAG – 5 mins

Report – Quarterly Group Activities and Recommendations

BBRAG – 10 mins

Report – MDTA & MDOT SHA Updates

Jim Harkness, Acting MDTA Chief Engineer & Tim Smith, MDOT SHA Administrator – 10 mins

Bay Crossing Study Tier 1 DEIS Public Hearing Reminder

Tracy Schulz, BBRAG Chair – 5 mins

Unfinished Business

BBRAG Annual Report

Tracy Schulz, BBRAG Chair – 5 mins

New Business

Western Shore Crossover

Jim Harkness, Acting MDTA Chief Engineer – 5 minutes

Traffic Background Resources

Jim Harkness, Acting MDTA Chief Engineer – 5 mins

Public Comments

10 mins

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

Next Meeting: Wednesday, July 7, 2021 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES – DRAFT

Wednesday, April 7, 2021

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

At 6:00p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order. With this open meeting being done via conference call, a roll call of participants was taken by Ms. Melissa Bogdan to ensure the minutes accurately reflected those persons on the call and to ensure a quorum of the BBRAG was present.

Members in Attendance

Jack Broderick
Hamilton Chaney
Nicholas Deoudes
Barbara Hitchings
Michael Lord
Pat Lynch
Jim Moran

Jim Ports
Sean Powell
Kurt Riegel
Tim Smith
Tracy Schulz
Steve Wilson

Staff in Attendance

Melissa Bogdan
Jamie Cornelius
Jim Harkness
Richard Jaramillo
Charles Kenny
Kaleigh Leager
R. Earl Lewis
Kelly Melhem
Kim Millender

Mary O’Keeffe
Will Pines
Robert Rager
Mike Rice
Brad Ryon
Joseph Sagal
John Sales
Melissa Williams

Others in Attendance

Ramond Robinson (Transportation Officer, Anne Arundel Co. DOT)
Todd Mohn (County Administrator, Queen Anne’s Co.)
Chris Bartlett (QATV)
Steve Cohoon (Public Facilities Planner, Queen Anne’s Co.)

Approval – Minutes of January 6, 2021 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the January 6, 2021 meeting that were distributed to members.

Two amendments were proposed. Member Lord stated that he was in attendance and Member Riegel requested that text describing his statement on unexploited strategies for flattening the user demand curve, easing peak demand responsible for long backups and delays during certain seasons and times of day be added.

On a motion by Member Riegel with second from Member Lord, the minutes of the January 6 meeting were approved as amended.

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 stated that the Queen Anne's Co. Fire Department has changed the location of their incident management staging area for the eastbound bridge to make it easier for fire and EMS personnel to access. He added that the Queen Anne's Co. Fire Department has asked Lieutenant McGuire Jr. of the MDTA Police if they can move vehicles involved in non-critical incidents to the park and ride off MD 8 as a way of keeping traffic flowing on US 50.

Member Broderick described the ongoing process to update the Queen Anne's County Comprehensive Plan that will continue this year, and which involves discussions with various citizens, local community leaders, and political leaders on what can be done over the next ten years.

Member Hitchings sent out two group emails. One was sent to a listing of Broadneck area residents. They in turn forwarded it to other members in their community if they are the lead person for their HOA. The second mailing was to people located outside the Broadneck area but are frequent users of the bridge and want to be kept informed. Both groups received copies of the January meeting minutes and a brief overview of what took place at the meeting.

When the Broadneck Community Council (BCC) met, she gave an update on any BBRAG meetings and a brief overview of the previous minutes. The council members are then free to pass on the information to their community residents.

Member Lynch provided the following update:

As President of the Broadneck Council of Communities, Inc. -(BCC), I host monthly Board meetings with 9 BCC Board of Directors who represent almost 10K members. Our membership includes our largest community, Cape St. Claire, that represents (est) 8K residents. At every BCC monthly BOD meeting I present a segment from my 'President's Report' on transportation with a focus on the output from our CBBRAG meetings. We also host quarterly member meetings where I present an update on all focus areas for the Broadneck that features output from the most recent CBBRAG telecon/meeting. We have cancelled these live meetings until this summer due to the C-

19 pandemic but will schedule them again as soon as possible. We also publish a Newsletter and post news on our Facebook page where we include updates and notices relevant to our focus areas.

I am also the Vice Chair of the Growth Action Network, Inc. -(GAN)- a Community Advocacy organization that is AA County wide and boasts of over 20K (est) members from Community organizations in South/West and Central AA County. We have weekly GAN Committee meetings, monthly GAN Board meetings and quarterly member meetings--currently held virtually due to the C-19 pandemic. I am also the Transportation Committee Director and present updates on Transportation news/issues both from the CBBRAG meetings as well as any subject related to Transportation.

At meetings of both the BCC and the GAN, I am responsible for Transportation issues that I present regularly. The BCC also includes Barbara Hitchings on our BCC BOD who is also the Vice Chair of the CBBRAG. Barbara also presents additional CBBRAG content, as available from the MDTA. Our current focus area is the announcement of the selection of the Broadneck- Rte #50/301 corridor for the site of a 3rd Bay Bridge span by the MDTA/FHWA. We are carefully engaged in this action plan as the Broadneck Council and the Growth Action Network Boards are in opposition to this NEPA/Tier1-DEIS selection of Alt #7, for another span of this Bay Crossing. To note: there are 13 other alternatives offered for this 3rd crossing. The Bay is 100 miles long with land masses available for the site of this new span. Our Broadneck Peninsula supports two old Bay Bridge spans that draw tens of millions of vehicles through our Peninsula, in particular,- during the 4 summer month. We also suffer from the infusion of dangerous carcinogenic pollutants from the chemical released from the increased number of vehicles that foul and infect our watershed on the Broadneck Peninsula. This needs the immediate attention of the MDTA to stop the movement towards a FEIS and ROD that will lock in the selection of our corridor and draw all new and additional traffic to the Rte #97/Rte #50/301 corridor for at least 100 years. The older spans need to be replaced with wider spans offering additional lanes to facilitate the overload of vehicular traffic now invading the Broadneck Bay Crossing.

MDTA & MDOT SHA Updates

MDTA Acting Chief Engineer Jim Harkness provided the BBRAG a status update on the 13 active projects at the Bay Bridge in the Capital Program.

Bay Bridge Capital Projects - April 2021 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Anticipated Completion	Percent Complete (Construction)	Design (D), Procurement (P), or Construction (C) Phase
2329	BB-2757R	Replace 5KV Feeder on EB Span & Redundant Cable	4/16/19	10/15/19	39,593	Winter 2022	45	C
2342	BB-2754	Rehabilitate Suspension Spans on Westbound Span	3/13/15	7/11/16	46,055	Summer 2021	98	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Winter 2021/22	75	C
2412	BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	28,821	Fall 2021	87	C
2459	BB-3007	Rehabilitate Maintenance Facilities of Eastbound and Westbound Spans	12/20/19	9/1/20	6,327	Fall 2021	45	C
2469	BB-3005	Miscellaneous Rehabilitation of the Bay Bridge	10/25/17	7/2/18	9,452	Summer 2021	85	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	17,943	Fall 2022	50	C
2481	BB-3009	Police Building Generator Replacement	6/26/19	4/6/20	950	Summer 2021	98	C
2317	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	48,500	Fall 2022	13	C
2501	BB-2726	Rehabilitate Decks of Eastbound Span - Phase I Deck Widening and Replacement of Deck Truss Spans (Eng. Only)	9/26/19	7/1/21	12,050	Fall 2022 (CMAR) Design Phase	N/A	P
2470	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	7/1/21	15,824	Summer 2024	N/A	P
2470	BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	8/11/21	12/29/21	4,520	Summer 2025	N/A	D
	BB-3012	Queue Detection System	N/A	N/A	2,045	N/A	N/A	D - SHA Coord

Responding to a question from Member Broderick, Mr. Harkness stated that the BB-2726 project will be similar to the deck replacement work previously conducted on the westbound suspension span in 2007-2010 and will involve precast sections being placed overnight with the bridge reopening in the morning with contingencies in place to minimize the impacts from possible late openings. Member Broderick indicated that many of the BBRAG members were around during the westbound suspension span deck replacement project, and that the construction approach during that project worked very well for the community.

Responding to a question from Member Deoudes, Mr. Harkness described the anticipated benefits from the widening that will also occur as part of the BB-2726 project including improved safety. Mr. Harkness indicated that the eastbound deck replacement project in the deck truss spans is the first phase of a multi-phase/multi-year project that will rehabilitate the decks in the spans across the bridge. Mr. Harkness added that the bridge widening is only feasible in certain areas, like this Phase 1 project, but the area of the suspension span cannot be widened.

Responding to a question from Chair Schulz, Mr. Harkness stated that while the new project management office being constructed as part of the BB-3004 project could potentially be impacted by a new bridge if one is identified as part of a future Tier II NEPA study, its primary purpose is to upgrade existing facilities for current Bay Bridge needs.

Responding to a question from Member Riegel, Mr. Harkness detailed the technology behind the queue detection system of the BB-3012 project and the benefits it is anticipated to offer.

MDOT SHA Administrator Tim Smith stated that extra resources have been allocated to the US 50 corridor in the vicinity of the Bay Bridge and provided details of the additional efforts MDOT SHA undertakes on the eastern shore in conjunction with MDTA and local law enforcement during the summer season which assist with congestion and incident management.

Mr. Smith summarized the construction projects currently ongoing or beginning soon that are listed below:

MDOT SHA Eastern Shore:

- US 50 WB From Airport Road to MD 662B M.P 4. 63 to 8.72 (TA Co. Resurfacing) FY21 Spring
- US 50 WB From Barber Road to Choptank River M.P 19.92 - 24.42 (TA Co. Resurfacing) FY22 Fall
- US 50 EB over Skipton Creek Bridge Approaches @ MP 3.97 & @MP MP 3.63 (TA Co. Patching) FY21 Spring
- MD 328 at MD 404 Intersection Improvement MP 6.13 to 6.35 (CO. Co. Resurfacing) FY22 Fall
- US 301 SB MD 4.18 to 8.715 (KE Co. Crack Sealing) FY 21 Spring
- US 301 SB Ramp 4 @ MP 7.51 and Ramp 5 @ MP 7.97 (KE Co. Crack Sealing) FY 21 Spring

MDOT SHA Western Shore:

- I-97 NB and SB Ramps at MD 3C (Benfield Road), MP 9.60 – 9.95(AA Co Resurfacing) FY 21 Spring
- US 50 from Rutland Road to MD 70 – Rowe Blvd (AA Co Crack Sealing) FY 21 Fall
- I-97 from South of MD 178 to Defend Highway, MP 0.48 – 5.10 (AA Co Crack Sealing) FY 21 Fall

MDOT SHA Lighting Enhancements:

- US 50 (Ocean Gateway) at MD 404 (Queen Anne Hwy)
- US 50 (Ocean Gateway) at MD 662 (Wye Mills Rd)
- US 50 (Ocean Gateway) at Carmichael Rd
- US 50 (Ocean Gateway) at MD 456 (Del Rhodes Ave)
- US 50 (Ocean Gateway) at Sportsman's Neck Rd
- US 50 (Ocean Gateway) at Outlet Center Dr
- US 50 (Ocean Gateway) at MD 18 (Main St)

The projects will be conducted during off-peak hours with only temporary lane closures to minimize traffic impacts. He added that MDOT SHA is currently upgrading lighting along US 50 to new LED fixtures. All lighting improvements are expected to be completed this spring and summer and will not involve any lane closures.

Responding to a question from Member Hitchings, Mr. Smith stated that the Administration is working with local elected officials and communities to alleviate congestion on local and auxiliary roads on the western shore.

Bay Crossing Study Tier 1 DEIS Public Hearing Reminder

Chair Schulz stated that the public hearings for the Bay Crossing Study were coming up and scheduled to take place via four call-in testimony sessions on April 14 and 15, and two in-person testimony sessions on April 21 and 22. Due to the ongoing public comment period, no updates on the Bay Crossing Study were provided. All testimony requires registration in advance. Mr.

Schulz asked if anyone wished to provide testimony for them to visit baycrossingstudy.com to register.

Unfinished Business

BBRAG Annual Report

Chair Schulz stated that he is continuing to work with MDTA to finalize the report.

Member Ports reminded the Group that according to House Bill 56, the activities of the advisory group's community members in disseminating information from BBRAG meetings to their communities must also be included in the annual report.

Member Broderick stated that while the COVID pandemic has been regrettably detrimental to interactions with communities, there still has been some positive stories. He added that the community reports for the annual report should be coordinated by members through email.

Member Hitchings asked what level of detail is needed in member's community reports. Ms. Bogdan suggested that the date, content, and who it was shared with should be recorded.

New Business

Western Shore Crossover

MDTA Acting Chief Engineer Jim Harkness provided an overview of an analysis that MDTA conducted of alternative contraflow conditions on an average Sunday in August. Due to the severe impacts to eastbound traffic for nominal traffic benefits to westbound traffic, MDTA will not be further considering two-way traffic with four lanes westbound and only one lane eastbound.

Responding to a question from Member Moran, Mr. Harkness stated that the modeling effort included 13 miles of distance in the westbound direction and 5 miles in the eastbound direction.

Responding to a question from Member Riegel, Mr. Harkness stated that the model was created using traffic microsimulation software and that model is calibrated against actual traffic conditions measured in the field.

Traffic Background Resources

MDTA Acting Chief Engineer Jim Harkness provided an overview of the resources available to BBRAG members based on a request from Member Riegel concerning traffic data and information related to congestion pricing.

Responding to a question from Member Riegel, Mr. Harkness stated that because travel demand at the bridge is relatively inelastic, MDTA anticipates congestion pricing would minimally reduce traffic volumes during peak periods.

Responding to a question from Member Deoudes, Mr. Harkness stated that toll policies and pricing levels for congestion pricing have not been determined by MDTA.

Public Comments

No public comments were received.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Moran at 7:58p.m.

The next meeting will be held on July 7, 2021 at 6:00p.m. via Open Meeting Conference Call.

ATTACHMENTS: Bay Crossing Study Tier I NEPA DEIS hearings flyer, Traffic Resources List, Contraflow presentation

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