

**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**

**MSAR #12722**

**July 2023**

**The Maryland Transportation Authority**

## **Introduction**

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

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

The BBRAG was established in 2020 for the purposes of providing the Maryland Transportation Authority (MDTA) with an independent, citizen-informed perspective on the MDTA's operations at the 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](http://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](https://twitter.com/TheMDTA)), and via email alerts delivered through [govdelivery.com](http://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
<b>Bradley</b>	Mr. Peter	Anne Arundel Co. Appt.	2025
<b>Broderick</b>	Mr. Jack	Governor Appt.	2025
<b>Deoudes</b>	Mr. Nicholas J.	Governor Appt.	2024
<b>Hitchings</b>	Ms. Barbara	Governor Appt.	2023
<b>Lynch</b>	Ms. Patricia	Governor Appt.	2025
<b>Moran</b>	Commissioner Jim	Queen Anne's Co. Appt.	2024
<b>Riegel</b>	Dr. Kurt	Anne Arundel Co. Appt.	2023
<b>Schloss</b>	Mr. Donald A.	Governor Appt.	2024
<b>Schulz</b>	Mr. Tracy	Governor Appt.	2023
<b>Wilson</b>	Mr. Steve	Queen Anne's Co. Appt.	2024
<b>Powell*</b>	MDOT Deputy Secretary of Operations Mr. Sean	Ex officio, Secretary of Transportation Designee	-
<b>Farrow†</b>	MDOT Director of External Affairs Ms. Lyn	Ex officio, Secretary of Transportation Designee	-
<b>Pines</b>	MDTA Executive Director Mr. Will	Ex officio	-
<b>Smith</b>	Administrator, MDOT SHA Mr. Tim	Ex officio	-

\*Mr. Powell served on the BBRAG until March 2023.

†Ms. Farrow was appointed MDOT Director of External Affairs in March 2023.

## Meetings

In advance of each meeting, 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, MDTA 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 bylaws 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 6, 2022

At this first meeting of the BBRAG term for 2022-2023, 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 2021-2022 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 I NEPA Study Final Record of Decision in addition to the announcement of the Tier 2 NEPA study. Member Smith provided an update of MDOT SHA's responses to community inquiries received from the BBRAG.

Member Schloss shared a public comment from Mr. Stephen Schini that stated he would like

to see hefty tolls on all exits along the corridor in addition to a ‘locals’ pass that would exclude local residents from said tolls. Mr. Bill McCoskey provided a public comment stating that most weekly beach rentals are from Sat-Sat or Sun-Sun and asked if providers could be incentivized to switch to other days.

#### *Quarterly Group Report to the MDTA*

Member Broderick provided a review of the recently held Kent Island Day. Member Moran stated that Queen Anne’s County released an informational video (available here [Chesapeake Bay Bridge – It’s Time for a Replacement Span @ https://youtu.be/5-nNB4dRtoM](https://youtu.be/5-nNB4dRtoM)) about the existing Bay Bridge on social media. Member Lynch stated that MDOT SHA Administrator Tim Smith attended a Broadneck Communities Council (BCC) meeting in February and that the Council paused discussion of their advocacy efforts related to the Bay Bridge until after the July BBRAG meeting.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved Minutes
- BBRAG 2022 Annual Report
- Member Hitchings letter
- Mr. Schini email

#### **October 5, 2022**

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. Members Pines and Smith provided an update of MDOT SHA’s responses to community inquiries received from the BBRAG. Member Smith provided an overview of a pilot study that MDOT SHA conducted in August at the Oceanic Drive on-ramp and shared the results with the BBRAG. MDTA Chief Engineer Jim Harkness presented a comparison of traffic volumes over the previous eight years from 2015 to 2022. Bay Bridge Administrator Richard Jaramillo provided an overview of the revised criteria used to implement contra-flow to balance the traffic between the two shores. MDTA Deputy Director of Communications John Sales provided an overview of the summer travel campaign that was shared with the BBRAG at the April 2022 meeting. Bay Bridge Administrator Richard Jaramillo shared details of the Bay Bridge Run that was about to be held. A motion was approved to send a letter of thanks for advancing the Tier 2 NEPA study to the Governor as drafted.

#### *Quarterly Group Report to the MDTA*

Member Schulz stated he attended the Bay Crossing Study Tier 2 Open House meeting on Kent Island. Member Broderick stated that he attended various community meetings.

Materials posted to webpage:

- Meeting video recording
- Meeting Agenda
- Approved minutes
- Traffic Volume Comparison presentation
- Contra-flow criteria update presentation
- Federal Highway letter
- BBRAG letter to Governor Hogan

### **January 4, 2023**

Members received construction updates from the MDTA, the MDOT SHA, and an update on the Bay Crossing Tier 2 NEPA Study. Member Pines provided an update of responses to community inquiries received from the BBRAG. Bay Bridge Administrator Richard Jaramillo provided a review of the Bay Bridge Run that was held in October 2022. Member Moran stated that the Queen Anne’s County delegation would support a bill restricting tractor trailers in the left lane during contra-flow with measures to ensure the safety of other travelers.

#### *Quarterly Group Report to the MDTA*

Member Broderick stated that he had several interactions with multiple groups adding that he received a unique invitation to participate on a panel in Easton in November run by the Smithsonian Institution. Member Hitchings stated that she has a distribution list that she uses to keep people on the Broadneck Peninsula as well as frequent bridge users from other parts of AA County informed.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved minutes

### **April 5, 2023**

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 12, 2023 meeting.

At the fourth and final meeting of the 2022-2023 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. MDTA Deputy Director of Engineering, Tekeste Amare presented an overview of the Bay Bridge Eastbound Redecking Project, including the long-term phasing anticipated for the subunits of the bridge. Member Hitchings brought before the BBRAG, details of legislation concerning a proposed National Park at the Whitehall Mansion property that is being introduced in the U.S. Congress by Senator Van Hollen and Congressman Sarbanes.

*Quarterly Group Report to the MDTA*

Member Broderick stated that the public notice posted by the Department of Natural Resources (DNR) regarding the use of Love Point State Park for the Bay Bridge eastbound redecking project was shared with BBAG members. Member Lynch stated that a property is being developed on Skidmore Drive to the west of the McDonalds and she has made inquiries on a traffic study being undertaken for the development. Member Lynch also stated that she has worked with the Anne Arundel County Executive to provide clarification regarding the use of Holly Beach Farm. Member Wilson stated that Queen Anne's County holds a commissioner roundtable every two weeks and updates are shared with the public.

Materials posted to webpage:

- Meeting video recording
- Meeting Agenda

# Appendix

Agenda of July 6, 2022 BBRAG Meeting  
Minutes of July 6, 2022 BBRAG Meeting

Agenda of October 5, 2022 BBRAG Meeting  
Minutes of October 5, 2022 BBRAG Meeting

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

Agenda of April 5, 2023 BBRAG Meeting

# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## AGENDA (UPDATED)

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Wednesday, July 6, 2022, 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 743 750 622# 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](mailto:mbogdan@mdta.state.md.us) no later than 5:00 p.m. on Friday, July 1, 2022.*** 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 6, 2022 BBRAG	6:10 PM
Report – Quarterly Group Activities and Recommendations BBRAG	6:15 PM
Report – MDTA & MDOT SHA Updates Jim Harkness, MDTA Chief Engineer & Tim Smith, MDOT SHA Administrator	6:25 PM
Report – Bay Crossing Study Update Melissa Williams, MDTA Director, Division of Planning & Program Development Heather Lowe MDTA Project Manager, Division of Planning & Program Development	6:50 PM
Unfinished Business <b>Community Inquiries and Requests</b> MDTA Staff	7:05 PM
New Business <b>Annual Report</b> BBRAG	7:15 PM
Public Comments	7:20 PM

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

**Next Meeting: Wednesday, October 5, 2022 at 6pm**



# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## MEETING MINUTES

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Wednesday, July 6, 2022

Regular Meeting  
OPEN SESSION  
Tracy Schulz, Chair

### **Members in Attendance**

Jack Broderick  
Peter Bradley  
Nicholas Deoudes  
Barbara Hitchings  
Jim Moran  
Will Pines  
Sean Powell  
Donald Schloss  
Tracy Schulz  
Kurt Riegel  
Tim Smith  
Pat Lynch

### **Staff in Attendance**

Melissa Bogdan  
Meredith Devereux  
Jason Dicembre  
Jim Harkness  
Richard Jaramillo  
Charles Kenny  
Kim Millender

### **Others in Attendance**

Robert Fruit  
George Harvey, QACTV  
Bill McCoskey, Cape St. Claire  
Ernest Couch  
Catherine Couch

### **Members Not in Attendance**

Steve Wilson

Mary O’Keeffe  
Robert Rager  
Mike Rice  
Joseph Sagal  
John Sales  
Melissa Williams

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

## Election of Chair and Vice-Chair

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

Member Hitchings motioned to nominate Member Schultz for re-election with a second from Members Moran. 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 6, 2022 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the April 6, 2022 meeting that were distributed to members with none being put forward.

Member Riegel motioned to approve the minutes of the April 6 meeting with second from Member Broderick. 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 Broderick stated that Kent Island Day was held on May 21 and was well attended by MDTA staff who manned a large display. The parade was led by the MDTA Police color guard. Member Broderick stated that the day was a fine opportunity to meet and greet with the community. He added that in talking with community members, the topic is traffic and getting information out such as BaySpan, etc. is important. Other questions he has heard include where the new bay crossing will be located.

Member Moran stated that Queen Anne's County released an informational video (available here <https://www.facebook.com/watch/?v=402921805177552>) about the existing Bay Bridge on social media and are planning on doing more to discuss things like NEPA as a means of educating the public. Member Moran added that a copy of video was shared with Anne Arundel County Councilor Amanda Fiedler. He added that Governor Hogan made a visit to the Eastern Shore where he announced the start of the Tier II Bay Crossing NEPA study. Member Powell thanked Member Moran for the effort to get support letters out to other counties.

Member Lynch stated that MDOT SHA Administrator Tim Smith attended a Broadneck Communities Council (BCC) meeting in February and that the Council paused discussion of their advocacy efforts related to the Bay Bridge until after today's BBRAG meeting.

## MDTA & MDOT SHA Updates

MDOT SHA Administrator Tim Smith stated that additional resources have been added to both shores and since June 12 they have responded to 154 disabled motorists and 130 incidents. Overall eastern regional patrol (US 50 from Davidsonville to MD 309, and I-97 from US 50 to MD 32, and MD 404 from US 50 to Legion Road) responses are up 30% on recent years with 522 motorist assists and 840 incident response between January and mid-June 2022. MDOT SHA is responding to more events without an increase in resources.

Member Smith stated that paving will occur on MD 404 near Denton to MD 313 this month and next, mostly overnight but opportunities for other times are being considered. Work on the abutments along with joint sealing will be conducted on the MD 404 bridge over Choptank River. MDOT SHA will be paving the US 50 ramps on MD 424 at Davidsonville, and the ramps on southbound MD 2 at US 50. Member Smith added that MDOT SHA is analyzing system preservation measures and Transportation System Management (TSM) opportunities on I-97. He added that signal pre-emption is being analyzed for Kent Island fire department and will be implemented soon.

Member Smith stated that he attended the BCC meeting in February 2022; presenting possible options to local roads that are being considered. He provided an overview of the community survey that was recently conducted within the Broadneck community which ran from February through to the end of March in the form of an online survey. Member Smith stated that a lack of roadway capacity on US 50 for the vehicular demand is the main problem. MDOT SHA is analyzing ways to reroute long-distance travelers and keep them on US 50. The stated goal of the survey was to receive feedback and provide concepts. Three categories of concepts are being considered: near-, mid-, and long-term. Near-term concepts include operational improvements that might include resurfacing roadways, restriping roadways, lowering speed limits, and evaluating traffic calming concepts. Mid-term concepts include system preservation improvements and such as roundabouts that are bike/pedestrian friendly. Long-term concepts would consider implementing traffic flow and geometric alterations such as one-way direction counter to the US 50 traffic movement on the side roads.

The survey was opened on February 24 and in the first three weeks, 230 responses were received. On March 15, 400 responses were received within 24 hours. Over the following two weeks, almost 1300 responses were received but a significant number of those responses neglected to answer all the survey questions. Surveys that provided out-of-region zip codes were removed. Duplicate surveys from the same IP address we also removed. Member Smith stated that results will be released on the MDOT SHA Portal Page by Friday, July 16, 2022. Overall survey responses were 54% against short-term operational improvements, 59% against mid-term system preservation improvements, and 73 % against long-term geometric improvements.

One option raised at the BCC meeting was managing congestion from existing ramps. Member Smith stated that a pilot program is being considered that would place a traffic signal at the Oceanic Drive on-ramp to eastbound US 50. Implementation of the pilot program will be in the first week of August. Member Smith stated the goal of the pilot program is to modify driver behavior, but noted a number of risks from the pilot, such as local road congestion if drivers do

not stay on US 50. Responding to a question from Member Moran, Member Smith stated the light will be at the end of the ramp and will alternate between a red and green signal with the red cycle being longer than the green cycle. Responding to a question from Member Lynch, Member Smith stated the length of the pilot is still being determined but will likely be for a single weekend. He reiterated that the measures are intended to collect traffic data to address existing congestion and ways to manage its impact on adjacent communities.

Member Riegel asked if there was any consideration for a trial of congestion pricing. Member Pines stated that the idea was discussed at previous meetings and that preliminary projections estimate that congestion pricing will not by itself relieve congestion at the bridge. He added that the Tier II Bay Crossing NEPA study will consider dynamic pricing in conjunction with the build alternatives as one of the congestion management options. He added that at the October 2021 BBRAG meeting a motion for members to advise their communities to advocate for the concept was not carried forward, and that local support for this option is needed where potential higher tolls would impact all users, including local commuters. Furthermore, he noted that any congestion pricing would require MDTA Board approval through the toll setting and hearing process. Member Moran indicated that he is interested in working with Member Riegel to pursue local support for congestion pricing at the bridge.

Member Hitchings provided a letter concerning ramp closures and stated that communities have been informed that if they wish to see temporary ramp closures, they need to discuss amending current law with their public representatives. She added that some community members wish to see county control of interchange ramps during peak periods as a means of managing congestion. Member Smith responded by reiterating the restrictions on closing state roads and that MDOT SHA permission and approval is required. Roads are usually closed for safety concerns and that congestion by itself does not qualify as a safety concern. He also voiced concern over someone else controlling state roads and that if counties were to take over control of access, they would also need to take over responsibility for maintenance.

Member Schulz made a request for Member Smith to request the Office of the Attorney General to present to the group on the legality of ramp closures.

Member Moran stated that the Dominion Road acceleration lane is in bad shape. Member Smith stated that he would investigate.

Member Pines stated that MDTA produced a video that dialing #77 on a cellphone will get a roadway response from MDTA or MDOT SHA's vehicle recovery teams. He encouraged members to share with their communities. The video is available at <https://fb.watch/emhHMqMcoR/>.

Member Hitchings stated that vegetation is obstructing some road signs and residents would like to know how to send their concerns to MDOT SHA. Member Smith stated that there is a customer care management system on the MDOT SHA website which can be reached at: [https://marylandsha.secure.force.com/customercare/request\\_for\\_service](https://marylandsha.secure.force.com/customercare/request_for_service)

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

**Bay Bridge Capital Projects - July 2022 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	50,229	Fall 2022	79	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Fall 2022	94	C
2412	BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	28,821	Summer 2022	98	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	18,249	Fall 2022	82	C
2516	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	51,456	Fall 2022	78	C
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/16/21	14,638	Summer 2024	24	C
2504	BB-3012	Queue Detection System	N/A	N/A	2,045	Spring 2023	20	C
2317	BB-2726	Rehabilitate Decks of Eastbound Span - Phase I Deck Widening and Replacement of Deck Truss Spans (Eng. Only)	9/26/19	7/12/21	12,050	Fall 2022 (CMAR) Design Phase 1	N/A	D
2470	BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	9/27/22	3/21/23	9,600	Spring 2025	N/A	D

Member Broderick stated that undertaking the BB-2726 project at night is a big effort and the deck replacement approach worked well for the westbound span.

## Report – Bay Crossing Study Update

Melissa Williams, MDTA Director, Division of Planning & Program Development stated that at the end of April the combined Final Environmental Impact Statement (FEIS) and a Record of Decision (ROD) for the Bay Crossing Study Tier 1 NEPA was approved by FHWA which concluded the study. The FEIS/ROD identified Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. The FEIS/ROD is available for review at [baycrossingstudy.com](http://baycrossingstudy.com). On June 10th, Governor Larry Hogan announced the launch of the \$28 million Bay Crossing Study Tier 2 NEPA as the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. Building on Tier 1, Tier 2 will focus on Corridor 7, which is the 2-mile-wide, 22-mile long corridor from the Severn River Bridge to the 50/301 split, including the current Bay Bridges. MDTA and FHWA are following the federally required NEPA process which applies to all projects receiving federal funding or approvals.

What will the Tier 2 study accomplish? The Tier 2 Study will:

- Build upon the Tier 1 findings and identify specific alternative alignments within Corridor 7;
- Identify a No-Build Alternative as well as various crossing alignments and types, including a new bridge, a bridge/tunnel or replacement of existing spans;
- Evaluating whether to keep or replace the existing structures;
- Determining the number of lanes needed;
- Evaluate how Modal and Operational Alternatives (including ferry service, rail, bus, and transportation system management/transportation demand management) may be used in conjunction with other alternatives;
- Review potential environmental impacts
- Determine project delivery methods and financial plan and,
- Engage with residents, communities, officials, stakeholders and other members of the public

The study would take about four to five years to complete. If a build alternative is selected, another Record of Decision for Tier 2 would be required before proceeding to final design, right-of-way acquisition, and construction.

Ms. Williams stated that MDTA is preparing to kick off the Bay Crossing Tier 2 NEPA Study with Public Workshops in early September. The workshop dates will be posted in early August on the Bay Crossing Study Website, in newspapers and on social media outlets. The goal of the workshops is to provide an overview of studies to be conducted and most importantly, receive community, business and other stakeholder input to help guide these studies. She added that MDTA is looking at both in-person and virtual options for providing input.

Member Moran asked if the NEPA process has benchmarks to which Ms. Williams responded that a list of milestones and project schedule will be developed.

Responding to a question from Member Riegel, Ms. Williams stated that questions such as those surrounding technological developments in vehicles will be considered and that MDTA is working with MDOT SHA on those questions. Member Pines stated that the study is required by federal agencies to use traffic models that are developed from local government data.

Member Lynch stated that the question most asked by her community members is whether new bridge would go between existing bridges. Member Pines stated that it will be evaluated as part of the Tier II study.

Member Schulze suggested the BBRAG draft a letter of support thanking Governor Hogan for moving forward with the Tier II NEPA study. The members supported sending this letter.

## Unfinished Business

### Community Inquiries and Requests

Status	Requests	Requestor	Outcomes
✓	“Stay-On-50” messaging on BAYSPAN	Member Moran	COMPLETE – New system is operational
✓	“Stay-On-50” signage on Route 50	Delegate Bagnall	COMPLETE – New signage added to US 50 and Busch’s Frontage Road

Member Smith shared photos of the ‘Stay-on-50’ signs that have been added to US 50 and Busch’s Frontage Road.

## New Business

### Annual Report

Chair Schulz stated that the annual report previously distributed to members for comment was submitted to the Governor and General Assembly on June 30.

Member Schulz motioned to approve the annual report with a second from Member Riegel. The report was approved with a unanimous vote.

## Public Comments

Member Schloss shared a comment from Mr. Stephen Schini that stated he would like to see hefty tolls on all exits along the corridor in addition to a 'locals' pass that would exclude local residents from said tolls. Member Pines reiterated that MDTA is not permitted to set local preferences and added that defining "local" would be challenging. For example, he indicated that on Friday afternoons many of the eastbound travelers using local roads on the Broadneck Peninsula are commuters from the Eastern Shore. These Eastern Shore residents would likely consider themselves "locals", while residents of the Broadneck Peninsula would request these commuters stay on US 50. Member Powell stated there is a toll setting process that would have to be followed.

Mr. Bill McCoskey stated that most weekly beach rentals are from Sat-Sat or Sun-Sun and could providers be incentivized to switch to other days. Member Pines stated that incentives such as special deals are already being used in coordination with the Ocean City Department of Commerce.

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There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Moran at 8:40p.m.

The next meeting will be held on October 5, 2022 at 6:00p.m.

ATTACHMENTS: Member Hitchings letter, Mr. Schini email



July11, 2022

Dear Tim,

Here are some notes from the discussion at BBRAG on July 6, 2022 about easing the traffic problems on the community roads. This could be accomplished in part by the closing of some ramps leading to the Bay Bridge

Queen Anne's county had sent a proposal to MDOT for a Beach to Bay Bridge plan. Kevin Reynolds with the District Attorney's office sent a letter stating the reasons the plan could not be used. In his letter there are several facts stated from the Maryland Transportation Code 24-204 (2019).

That the state highway system is under the exclusive jurisdiction of MDOT/SHA and a limitation on public use must be authorized by the General Assembly.

Title 24-204 of the Maryland Code permits restrictions limiting access to the closure of public roads under specific circumstances.

Those statements include that a restriction imposed by the SHA may not restrict the right to use a highway for:

1. More than 60 consecutive days: or
2. More than 90 days during one calendar year

If ramps were closed to traffic from Memorial Day weekend to Labor Day weekend on Friday, Saturday and Sunday , that would meet the requirement of the roads being closed less than 90 days during a calendar year.

What needs to be explored is whether or not SHA can make these restrictions under specific circumstances or if the General Assembly needs to pass a law giving them that authority.

A legal ruling should be made as to whether or not this is possible.

Sincerely,

Barbara Hitchings



# NETZERO Message Center

...: disstonson@aol.com

To: "d.a.schloss@netzero.com" <d.a.schloss@netzero.com>

Sent: Thu, May 19, 2022 09:48 PM

Subject: Tolls on entrances to SR 50 near the Bay Bridge could alleviate congestion on local roads

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Donald - it was good to meet you tonight. I can't make any suggestions for solving the Route 50 congestion, but I have thought a lot about the local roads. One possible technique that I have not heard from the SHA involves implementing tolls on entrances to eastbound State Route 50 near the Bay Bridge, in order to deter travellers from leaving the highway and clogging local roads. Please consider promoting this partial solution.

Gridlock on Whitehall Road and East College Parkway, spilling onto College Parkway, Old Mill Bottom Road, St. Margaret's Road, and all the way into West Annapolis, is a familiar occurrence on Friday afternoons, Saturdays, and now Thursday afternoons and Sundays during 'Beach Season' or when wind or rain restrict two-way traffic on the Bay Bridge. The primary reason for this increase in traffic on local roads is that drivers heading to the Chesapeake Bay Bridge hope to circumvent heavy traffic on SR-50. Tolls on entrances to eastbound SR-50 near the Bay Bridge could reduce this problem. The same issue affects Kent Island roads during times that traffic increases at the end of the weekend (or weekly rental periods), but new tolls would require agreement by a majority of Kent County residents because of state statute (MD Transp Code Â§ 4-407 (2015)).

During late-Spring, Summer, and early Fall months, traffic in backups on eastbound State Route 50 approaching the Chesapeake Bay Bridge spills over to other alternative routes. Bridge travelers appear to be attempting to avoid the main highway backups by taking any local road that will get them to the last several entrances onto Eastbound SR-50 prior to the Bay Bridge. This spread of traffic congestion affects tens of thousands of residents on the Broadneck Peninsula (in state Maryland Legislative Districts 30A and 33 and Anne Arundel County Districts 5, 2, 4, and 6).

Until construction of a third bridge crossing of the Chesapeake Bay is completed, and possibly forever, controlling access to SR-50 in the 5 miles west of the bridge is likely the only effective approach to mitigating this spread of traffic congestion. Maryland SHA has proposed a number of techniques to help along East College Parkway and Skidmore Road/Whitehall Road, such as traffic calming (including speed humps, pork-chop islands, and bicycle and pedestrian attractions) and establishment of a one-way traffic pattern. However, local residents believe these techniques will have only minimal affect on Bridge travelers while dramatically disturbing our daily travels. A consistent comment from SHA representatives is that we cannot stop Maryland residents from using state roads (Whitehall Road and St. Margaret's Road are state roads). However, implementation of tolls on entrances to SR-50 near the bridge does not seem to have been considered. While tolls are often instituted to finance road construction, Government has used taxes or tolls to modify citizen behavior. Consider tobacco taxes implemented to curb use of that substance. Tolls implemented at entrances to eastbound SR-50 at Sandy Point State Park (Exit 32), Whitehall Road (exits 30 and 31), Cape St. Claire Road/St. Margaret's Road (exit 29, and Bay Dale Drive (exit 28) would discourage use of those entrances to bypass highway traffic, and would reduce pressure on local roads. As for access to businesses along East College Parkway and Skidmore Road/Whitehall Road, technology can easily allow tolls to be waived for drivers re-entering SR-50 at the same exit where they left the highway, allowing them to access local businesses such as fast food and gasoline stations

Please pursue implementation of tolls to discourage bridge travelers from leaving SR-50 in favor of local roads in the hopes of bypassing peak highway traffic and backups.

Please also pursue immediate study of the value of Exit 31 Whitehall Road, both the exit from and the entrance to SR-50, singly and together. Some local residents feel that the entrance at Exit 31 should be closed, and some local residents believe the exit should be closed entirely. Traffic study to inform the best approach to this exit is certainly warranted.

Sincerely,  
Steve

Stephen Schini  
1611 Sloop Drive  
Annapolis, Maryland 21409

410-757-9241

# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## AGENDA

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Wednesday, October 5, 2022, 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 879 569 49# 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](mailto:mbogdan@mdta.state.md.us) no later than 5:00 p.m. on Monday, October 3, 2022.*** 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

<b>Welcome and Attendance</b> Member Schulz, BBRAG Chair	6:00 PM
<b>Approval – Open Session Meeting Minutes of July 6, 2022</b> BBRAG	6:10 PM
<b>Report – Quarterly Group Activities and Recommendations</b> BBRAG	6:15 PM
<b>Report – MDTA &amp; MDOT SHA Updates</b> Jim Harkness, MDTA Chief Engineer & Tim Smith, MDOT SHA Administrator	6:25 PM
<b>Report – Bay Crossing Study Update</b> Melissa Williams, MDTA Director, Division of Planning & Program Development Heather Lowe MDTA Project Manager, Division of Planning & Program Development	6:50 PM
<b>Unfinished Business</b>	7:05 PM
<b>Community Inquiries and Requests</b> MDTA Staff	
<b>New Business</b>	7:15 PM
<b>Temporary Ramp Management / Legalities</b> BBRAG	
<b>Bay Bridge Traffic Volumes: 2022 vs. previous years</b> Member Moran	
<b>Bayspan Call Volumes</b> Member Moran	
<b>Governor Letter</b> BBRAG	
<b>Public Comments</b>	7:40 PM

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

**Next Meeting: Wednesday, January 4, 2023 at 6pm**

# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## MEETING MINUTES

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Wednesday, October 5, 2022

Regular Meeting  
OPEN SESSION  
Tracy Schulz, Chair

### **Members in Attendance**

Jack Broderick  
Peter Bradley  
Barbara Hitchings  
Jim Moran  
Will Pines  
Sean Powell  
Donald Schloss  
Tracy Schulz  
Tim Smith  
Pat Lynch  
Steve Wilson

### **Staff in Attendance**

Samantha Biddle  
Melissa Bogdan  
Kellie Boulware  
Jason Dicembre  
Brandan Glorioso  
Hillary Gonzales  
Jim Harkness  
Richard Jaramillo  
Charles Kenny  
Jonathan McCoy  
Kim Millender

### **Others in Attendance**

Delegate Heather Bagnall, District 33  
Todd Mohn, County Administrator, Queen Anne's County  
Steve Cohoon, Queen Anne's County  
George Harvey, QACTV  
Michelle Greenberg  
Terry Lehman  
Brian U  
Jen Rohrer  
Tim Ryan  
Rob Shreeve  
Dennis Simpson

### **Members Not in Attendance**

Nicholas Deoudes  
Kurt Riegel

Mary O'Keeffe  
Scott Pomento  
Robert Rager  
Mike Rice  
Brad Ryon  
Joseph Sagal  
John Sales  
Kimberly Tran  
Jamie Turner  
Melissa Williams

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

### Approval – Minutes of July 6, 2022 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the July 6, 2022 meeting that were distributed to members with none being put forward.

Member Wilson motioned to approve the minutes of the April 6 meeting with second from Member Bradley. 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 Schulz stated he attended the BCS Tier II open house on Kent Island and noted how well attended the meetings were.

Member Broderick stated that as he attended various community meetings, the biggest concern he noted is the identified Bay Crossing Study corridor followed by emergency services issues. He added that the communications from MDTA and MDOT SHA have been very helpful, and he encourages people to know the conditions of the roads before they travel. Member Pines added that MDTA updates Twitter regularly and the state’s 511 service also updates on incidents.

### MDTA & MDOT SHA Updates

MDTA Chief Engineer Jim Harkness provided the BBRAG a status update on the nine active projects at the Bay Bridge in the Capital Program. Mr. Harkness reported that the major work on installing the deck panels for the Eastbound Deck Rehabilitation would begin after the Summer 2023 travel season.

**Bay Bridge Capital Projects - October 2022 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	50,229	Fall 2022	90	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Fall 2022	94	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	18,249	Fall 2022	90	C
2516	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	51,456	Fall 2022	88	C
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/16/21	14,638	Summer 2024	37	C
2504	BB-3012	Queue Detection System	N/A	N/A	2,045	Spring 2023	25	C
2317	BB-2726	Rehabilitate Decks of Eastbound Span - Phase I Deck Widening and Replacement of Deck Truss Spans (Eng. Only)	9/26/19	7/12/21	12,050	Fall 2022 (CMAR) Design Phase 1	N/A	P
2470	BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	9/27/22	3/21/23	9,600	Spring 2025	N/A	P

Responding to a question from Member Wilson, Mr. Harkness stated that the 5KV feeder cable receives power from sources on both shores and will also include other improvements to the reliability and robustness of the bridge’s electrical systems. Responding to a question from Member Wilson, MDTA Chief Operating Officer Joey Sagal stated that the automated lane

closure system gates are controlled from the Area Operations Center South but can, in an emergency, be manually implemented by crews. Bay Bridge Administrator Richard Jaramillo added that the redundancy systems are in place to permit the gates to be controlled from either shore. Member Lynch inquired about the number of contractors present on on-call contracts. Mr. Harkness responded that as long as contractors are eligible to work in the state and can accomplish the work MDTA requires, they are able to bid on contracts. Member Pines stated that MDTA sets qualifications for contractors to meet before they can bid. Mr. Harkness stated that low-bidders who are not known to the MDTA are further researched for their ability to undertake the contract.

Member Smith stated that MDOT SHA will be resurfacing the ramp at EB US 50 to SB MD 8 and acceleration lane from MD 552 this fall. Work on WB US 50 between Oceanic Dr and MD 450 will be completed this month depending on weather. Working on resurfacing SB MD 2 to US 50. Eastbound US 50 resurfacing is scheduled for next fall. From Jan 1 to Sept. 30, 819 motorists assists and over 1400 incident responses during that time.

## Report – Bay Crossing Study Update

Melissa Williams, MDTA Director, Division of Planning & Program Development provided an update presentation on the recent public open houses that were held in September.

Member Broderick stated that the meeting in Romancoake was quite informative and the subject matter experts did more listening than talking. How will they interface with the historical, environmental aspects, etc. over the next year? Ms. Williams responded that MDTA is currently collecting the public comments that were submitted and will develop strategies to respond.





Member Pines stated that the traffic models that are mentioned are required by the federal government and are created using land use and development data obtained from local government. Ms. Williams added that it means projected conditions are derived from actual anticipated changes.

Chair Schulz asked if the study would extend to I-97 on the western shore and MD 404 on the eastern shore. Ms. Williams indicated that MDTA and MDOT SHA will work together to use the traffic models to determine the specific limits of improvements. Member Pines noted that similar discussions were raised at CTP meetings and the study limits are set within the area that is directly germane to the traffic at the bridge. The study limits must be reasonable to maintain the planned study schedule. Member Lynch requested to ensure that Sandy Point Park traffic is evaluated as part of the study.

Member Powell commended Member Moran for working to get resolutions from various counties in support of the Tier II study.

## Unfinished Business

### Community Inquiries and Requests

Status	Requests	Requestor	Outcomes
	Attorney general office presentation on legalities of roadway closures	Member Schulz	PENDING
	MDOT SHA to share results of Broadneck community survey	BBRAG	COMPLETE – Results posted to MDOT SHA website: <a href="https://www.mdot.gov/sha-us50-301-broadneck-peninsula-service-roads">MDOT SHA US50/301 Broadneck Peninsula Service Roads (arcgis.com)</a>
	Dominion Road acceleration lane pavement condition assessment	Member Moran	COMPLETE - Dominion Road has been paved.  The RT 8 ramp is tentatively scheduled for 11/20 -11:23. 9:00. Will be night work from 9:00 pm - 5:00am.
	MDOT SHA to share customer management system web address	Member Hitchings	COMPLETE – Website shared with BBRAG members: <a href="https://marylandshaha.secure.force.com/customer-care/request-for-service">https://marylandshaha.secure.force.com/customer-care/request_for_service</a>

Member Pines stated that BBRAG members would be provided with an update to the Attorney General request under new business. Member Smith stated that BBRAG members have been provided with the results of the community survey and the link to MDOT SHA’s customer management system. He added that the Dominion Road pavement is being addressed at the end of the month.

## New Business

### Temporary Ramp Management / Legalities

Member Smith stated that the pilot project mentioned at the July meeting was undertaken and that MDOT SHA is analyzing the data that was collected from various locations which occurred before and after Labor Day. Staff took photos and videos and obtained data from services such as Waze. He stated that conditions varied significantly from day to day with long periods of congestion and long periods of no congestion. Traveler diversions were related to whether contra-flow was in operation or not and weather and incidents also contributed to congestion. Member Smith stated that conditions were observed to be more variable on Friday and Saturday while Sunday was more consistent on account of contra-flow not being in effect. Travelers who were diverted to side roads saw initial ten-minute savings before side roads got congested. Average travel time from Rowe Blvd to the Bay Bridge was 24 minutes but varied anywhere from

10 to 70 minutes. The traffic signal improved travel times on US 50 on first weekend by an average of two minutes but the second weekend resulted in longer travel times. Alternate routes saw improved travel times.

Member Moran stated that two weekends aren't enough to fully evaluate but that the traffic signal accomplished the goal of keeping traffic on US 50. Member Smith stated that the study produced some promising results but weather issues and looking at only one location limited the usefulness of the data.

Member Powell stated that Secretary Ports reached out to FHWA who responded on Sept. 20 confirming the federal safety formula funding for roadways would be jeopardized if access is restricted to federally funded roads, including by ramp closures, except in explicitly outlined conditions. Member Powell shared the letter with members.

### **Bay Bridge Traffic Volumes: 2022 vs. previous years**

Mr. Harkness presented a comparison of traffic volumes over the previous eight years from 2015 to 2022. Member Wilson asked how volumes compared from the first quarter of 2020. Mr. Harkness stated that April 2020 featured the week with the lowest volumes at 54% lower than normal but that volumes rebounded very quickly.

Bay Bridge Administrator Richard Jaramillo provided an overview of the revised criteria used to implement contra-flow over the last summer. Responding to a question from Member Moran, Mr. Jaramillo stated that contra-flow is implemented multiple times throughout the day depending on conditions and that new lane closure system which includes gates, signs, and lighting will permit a slight time saving over the current manual process. Member Pines added that driver behavior will be an important factor in determining how fast contra-flow can be implemented.

### **Bayspan Call Volumes**

MDTA Deputy Director of Communications John Sales provided an overview of the summer travel campaign that was shared with the BBRAG at the April meeting. He added that there are 130,000 subscribers to the GovDelivery system for alerts from the MDTA. Over the summer, over 520 emails/texts were sent to 43 million MDTA customers. MDTA's tweets over the summer made over 3 million impressions. August was the busiest month for impressions at around 800,000. Summer campaign reached 60 million people between radio, TV advertising.

Mr. Sales stated that the media receive a weekly update on forthcoming traffic conditions to help keep people informed. He added that the MDTA puts out special announcements for times such as holiday weekends.

Member Moran asked whether the Bayspan number could be added to the DMS signs when there is congestion. Mr. Sagal responded that there are concerns from a regulatory standpoint on what can be displayed on DMS signs which would have to be addressed.

Member Powell stated that the GovDelivery is also proactive in its messaging.

### **Bay Bridge Run**

Bay Bridge Administrator Richard Jaramillo stated that 14,600 participants have already signed up which is near the 16,000 capacity limit which should be reached as they are receiving 500 entries per week. The event will take place on Sunday, Nov 13 and will start at 7:00am with 15-minute releases of runners until 9am with the last runner finishing around noon.

### **Governor Letter**

Chair Schulz stated that members were sent a draft of the letter. Member Lynch motioned to accept the letter as drafted and sent to the Governor with a second from Member Moran. The motion was approved with a unanimous vote.

### **Public Comments**

No comments were received.

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There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Moran at 8:15p.m.

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

ATTACHMENTS: Traffic Volume Comparison presentation, Contra-flow criteria update presentation, Federal Highway letter, BBRAG letter to Governor Hogan



# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## AGENDA

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Wednesday, January 4, 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.

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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](mailto:mbogdan@mdta.state.md.us) no later than 5:00 p.m. on Friday, December 30, 2022.*** 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

<b>Welcome and Attendance</b> Member Schulz, BBRAG Chair	6:00 PM
<b>Approval – Open Session Meeting Minutes of October 5, 2022</b> BBRAG	6:10 PM
<b>Report – Quarterly Group Activities and Recommendations</b> BBRAG	6:15 PM
<b>Report – MDTA &amp; MDOT SHA Updates</b> Jim Harkness, MDTA Chief Engineer & Tim Smith, MDOT SHA Administrator	6:25 PM
<b>Unfinished Business</b> <b>Community Inquiries and Requests</b> MDTA Staff <b>Bay Bridge Run</b> Richard Jaramillo	7:05 PM
<b>New Business</b>	7:15 PM
<b>Public Comments</b>	7:25 PM

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

**Next Meeting: Wednesday, April 5, 2023 at 6pm**

# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## MEETING MINUTES

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Wednesday, January 4, 2023

Regular Meeting  
OPEN SESSION  
Tracy Schulz, Chair

### **Members in Attendance**

Jack Broderick  
Peter Bradley  
Nicholas Deoudes  
Barbara Hitchings  
Pat Lynch  
Jim Moran  
Will Pines  
Sean Powell  
Donald Schloss  
Tracy Schulz  
Tim Smith

### **Members Not in Attendance**

Kurt Riegel  
Steve Wilson

### **Staff in Attendance**

Melissa Bogdan  
Brandan Glorioso  
Cassie Greenhawk  
Jim Harkness  
Richard Jaramillo  
Kim Millender  
Mary O’Keeffe  
Robert Rager

Mike Rice  
Brad Ryon  
Joseph Sagal  
John Sales  
Teri Soos  
Melissa Williams

### **Others in Attendance**

Steve Cohoon, Queen Anne’s County  
George Harvey, QACTV  
Terry Lehman  
Daniel Allen  
Brian Ulrich, Anne Arundel County OOT  
Jennifer Rohrer  
Tim Ryan

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

### Approval – Minutes of October 5, 2022 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the October 5, 2022 meeting that were distributed to members with none being put forward.

Member Hitchings motioned to approve the minutes of the October 5 meeting with second from Member Broderick. 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 Broderick stated that he had several interactions with multiple groups adding that he received a unique invitation to participate on a panel in Easton in November run by the Smithsonian Institution. The panel's exhibit was on change in rural America with an emphasis on the Bay Bridge and its impact on the area both positive and negative. He added that on Kent Island, there were many questions from the community concerning contraflow, issues with contraflow during inclement weather, and maintenance operations. He added that perceived delays during contraflow erodes public confidence. Member Broderick stated that the community is interested in Tier 2 and has concerns about heritage and cultural resources sites.

Member Pines stated that the MDTA has made presentations on contraflow and the automated land closure system (ALCS) to the BBRAG at past meetings. He added that the MDTA wants to make it easier for people to understand Bay Bridge operations and is open to ideas from the BBRAG on how to do that.

Member Hitchings stated that she has a distribution list that she uses to keep people on the Broadneck Peninsula informed. She added that some members of her community are very uninformed about the Bay Bridge but she is not sure whether it is because they do not seek the information or are just unable to find it. She added that the two main concerns from her community is whether the ALCS is working and the results of the pilot study at the Oceanic Drive on-ramp. Member Hitchings acknowledged that the MDTA and BBRAG put as much information out to the public as they can.

Member Pines stated that responsibility for communication is on the MDTA but there is a desire in the agency for feedback from the BBRAG and their communities.

## MDTA & MDOT SHA Updates

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

**Bay Bridge Capital Projects - January 2023 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	50,229	Winter 2022/2023	95	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Winter 2022/2023	96	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	18,249	Winter 2022/2023	92	C
2516	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	51,456	Winter 2022/2023	91	C
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/16/21	14,638	Summer 2024	45	C
2504	BB-3012	Queue Detection System	N/A	N/A	2,045	Spring 2023	61	C
2317	BB-3017	Eastbound Bay Bridge Deck Replacement - Phase 1—Package 1	N/A	1/8/23	140,000	Winter 2025/2026 (Package 1)	0	C
2470	BB-3004	Construct Project Management Office and Maintenance Equipment Storage Building	12/19/22	5/5/22	9,600	Summer 2025	N/A	P

Responding to a question about BB-2757R from Member Moran, Mr. Harkness stated that the cable previously located on the side of the deck was relocated as part of this project so it will not be impacted by BB-3017.

Responding to a question about BB-2757R from Member Broderick, Mr. Harkness stated the barrels present in the roadway were for a lane closure which included preparations for contra-flow but it was decided not to implement that which is why the ALCS gates were not used.

Responding to a follow-up question from Member Moran, Mr. Jaramillo stated that barrels will continue to be used in the crossover area to provide a visible guide for drivers as they traverse the crossover while the ALCS installation is ongoing.

Responding to a question from Member Moran, Mr. Harkness provided an explanation for why the contraflow merge is one and a half miles from the bridge.

Responding to a question from Member Moran, Mr. Harkness confirmed that there are three more gantries that must be removed and MDTA is working towards completing that process by the end of January.

Member Moran asked about the number of construction phases for BB-3017. Mr. Harkness noted there are two packages for phase one and discussed what is included in those packages. He stated that MDTA will be ramping up outreach efforts to let the public know what is happening and when; adding that phase one would complete in Winter 2025/2026.

Member Broderick stated that it will be important to understand how the technology used in this project will be different than in the previous project on the westbound span and that it will be helpful for the BBRAG to be able to spread the message on how this will be different. Ms. Bogdan stated that an outreach toolkit will be available to assist with distributing the message.

Melissa Williams, MDTA Director, Division of Planning & Program Development provided an update on the Bay Crossing Tier 2 Study. She discussed the number of attendees at the September 2022 Open Houses and stated that all comments from the public from the open house comment period are posted on the web at [www.BayCrossingStudy.com](http://www.BayCrossingStudy.com).

Responding to a question from Member Broderick, Ms. Williams stated that it will be several months before alternatives are developed and the width of any infrastructure is known. She added that the MDTA will be holding a series of public meetings to collect public input once the range of alternatives is finalized.

Responding to a question from Member Schulz, Member Pines stated that while a new administration can bring many changes, the study benefits from strong local support and will consider numerous transit-oriented alternatives as part of the process. Ms. Williams stated that the Tier 2 study is fully funded and that the study will determine funding scenarios for the alternatives under consideration.

Responding to a question from Member Lynch, Member Pines stated that the Tier 2 study will determine the form of a potential new crossing but it has not been determined whether that would involve a new bridge span in addition to the two existing bridge structures. Ms. Williams stated that the public recognizes and understands the issues related to the aging of the existing infrastructure.

Member Smith, Administrator of MDOT SHA, provided an update on the MDOT SHA projects in the area. He stated that MDOT SHA completed paving on the Eastern Shore on MD 8 and pavement patching on Dominion Road. A Variable Message Sign (VMS) has been installed at Nesbit Road and will be in place year-round. On the western shore, paving on US 50 from Oceanic Drive to MD 450 has been completed. The ramps from MD 2 to US 50 have also been paved. In 2022, MDOT SHA assisted approximately 1,500 motorists and responded to approximately 2,500 incidents (which are roughly equivalent in numbers to 2021). Additional resources were again deployed during the summer season and MDOT SHA is looking at where additional resources could be located full time.

Member Smith stated that some traffic data from the Bay Crossing Tier 2 study has been received and that MDOT SHA is analyzing origin-destination data to determine where the traffic that passed through the pilot study area is coming and going to. He stated that there remains a need to look at the system as a whole and not just one point; adding that additional improvements and potentially another pilot are being considered and will be presented to the BBRAG before they are rolled out. Member Smith stated that he is hoping to share some of these ideas at the April BBRAG meeting.

## Unfinished Business

### Community Inquiries and Requests

Status	Requests	Requestor	Outcomes
✓	BBRAG Letter to the Governor	BBRAG	COMPLETE – Letter sent in November 2022.

Member Pines stated that the letter was received and the Governor expressed his thanks.

### Bay Bridge Run

Bay Bridge Administrator, Richard Jaramillo stated there were 16,000 registrants (entries were capped at 16,000). A total of 13,877 started and finished the race. He stated that there were relatively high winds that morning which could have led to cancellation but the decision was made to go ahead. A total of 46 states were represented and the average age of participants was 43. Twenty-four people were seen by medical staff with 1 person being transported for treatment. Mr. Jaramillo stated that overall, it was a very safe and successful event.

### New Business

Member Moran stated that the Queen Anne’s County delegation is more than happy to sponsor a bill restricting tractor trailers in the left lane during contra-flow with measures to ensure the safety of other travelers. Member Pines stated that Delegate Arentz (District 36) has reached out to MDTA about potential legislation, adding that the best course of action is for the County to create a draft for MDTA to review. He also noted that he is unsure how viable a solution may be as it must be meet certain requirements related to cost and administration.

### Public Comments

No comments were received.

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There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Moran at 7:47p.m.

The next meeting will be held on April 5, 2023, at 6:00p.m.

ATTACHMENTS: [No attachments]

# Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

## AGENDA

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Wednesday, April 5, 2023, 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](mailto:mbogdan@mdta.state.md.us) no later than 5:00 p.m. on Monday, April 3, 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

<b>Welcome and Attendance</b> Member Schulz, BBRAG Chair	6:00 PM
<b>Approval – Open Session Meeting Minutes of January 4, 2023</b> BBRAG	6:10 PM
<b>Report – Quarterly Group Activities and Recommendations</b> BBRAG	6:15 PM
<b>Report – MDTA &amp; MDOT SHA Updates</b> Tekeste Amare, MDTA Deputy Director of Engineering & Tim Smith, MDOT SHA Administrator	6:25 PM
<b>New Business</b>	6:45 PM
<b>Eastbound Redecking Project</b> Tekeste Amare, MDTA Deputy Director of Engineering	
<b>Annual Report</b> BBRAG	
<b>Chesapeake National Recreation Area</b> Member Hitchings	
<b>Public Comments</b>	7:25 PM

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

**Next Meeting: Wednesday, July 5, 2023 at 6pm**