

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

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

July 2022

MSAR #12722

Introduction

The Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) prepared this report in response to language contained in House Bill 56, Ch. 611, Acts of 2020. 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 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 posts 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
Cole	Mr. Brad	Governor Appt.	2022
Deoudes	Mr. Nicholas J.	Governor Appt.	2024
Hitchings	Ms. Barbara	Governor Appt.	2023
Moran	Commissioner Jim	Queen Anne's Co. Appt.	2024
Riegel	Dr. Kurt	Anne Arundel Co. Appt.	2023
Schloss	Mr. Donald A.	Governor Appt.	2024
Schulz	Mr. Tracy	Governor Appt.	2023
Wilson	Commissioner Steve	Queen Anne's Co. Appt.	2024
Powell	MDOT Deputy Secretary of Operations Mr. Sean	Ex officio, Secretary of Transportation Designee	-
Ports*	MDTA Executive Director Mr. Jim	Ex Officio	-
Pines[†]	MDTA Executive Director Mr. Will	Ex officio	-
Smith	Administrator, MDOT SHA Mr. Tim	Ex officio	-

*Mr. Ports served on the BBRAG until February 2022 when he was appointed Secretary of Transportation.

[†]Mr. Pines was appointed MDTA Executive Director in February 2022

Meetings

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

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

Due to the COVID-19 pandemic and public health restrictions placed on in-person events and gatherings, some meetings of the BBRAG were held virtually. Members were sent an agenda before each meeting and the materials presented were distributed to members after each meeting, in addition to being posted on the BBRAG webpage, which is maintained by the MDTA.

July 7, 2021

At this first meeting of the BBRAG term for 2021-2022, 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 2020-2021 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. Then-MDTA Chief Operating Officer Will Pines provided an

overview of MDTA's responses to community inquiries received from the Advisory Group and answered questions on the MDTA's traffic operations at the Bay Bridge. The Advisory Group discussed a tolling recommendation stemming from an inquiry by a constituent among Member Hitchings' community. Members Ports provided an overview of crash data for the Bay Bridge. Public comments were received from Ms. Pat Lynch and Mr. Curtis Coates.

Quarterly Group Report to the MDTA

Member Broderick reported community concerns about traffic and shared an appreciation for law enforcement addressing vehicles driving on the shoulder. Member Hitchings continued to provide updates on BBRAG activities to her community and the Broadneck Council of Communities (BCC).

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved Minutes
- BBRAG 2021 Annual Report
- ICCA - Summary and Weekday Delays Presentation
- Gantry Details

October 6, 2021

Members received updates on construction and community requests fulfilled by both the MDTA and the MDOT SHA, as well as presentations on contra-flow and congestion management operations at the Bay Bridge. Members were informed of the Bay Bridge Run scheduled to take place in October 2021.

Quarterly Group Report to the MDTA

Member Schulz attended a meeting on the renewal and update of the MD 18 (Kent Island) incident plan. Member Hitchings shared information and updates from the Advisory Group with her email group and the Broadneck Council of Communities. Member Riegel informed the Annapolis Transportation Board of activities relating to the Bay Bridge. Member Cole attended the recent Broadneck Council of Communities meeting, where MDTA Executive Director Jim Ports presented a report, and contacted the Anne Arundel County Council District 5 representative Amanda Fiedler to help communicate information. Member Schloss stated that he is continuing to bring himself up to speed on the work of the Advisory Group. Member Moran passed, as part of the Queen Anne's County Council, a resolution calling for a new bridge. He also testified at a recent meeting of the Anne Arundel County Council regarding their similar resolution. Member Deoudes communicated with the Queen Anne's County commissioners in addition to fielding calls from community members and sharing information on Facebook. Member Broderick shared information gleaned from the Advisory Group and subsequently provided feedback to the Advisory Group. He added that he received feedback from the heritage, tourism, and community perspectives.

Materials posted to webpage:

- Meeting video recording
- Meeting Agenda
- Approved minutes

January 5, 2022

Members received construction updates from the MDTA, the MDOT SHA, and an update on the Bay Crossing Tier I NEPA Study. Then-MDTA Chief Operating Officer, Will Pines, provided an update on the various community requests that the MDTA received related to the Bay Bridge. MDTA Manager of Government Relations Mr. Bradley Ryon shared the resolutions passed by the Queen Anne's County Commissioners and the Anne Arundel County Council in support of a new Bay Bridge. Member Moran raised the issue of Variable Message Sign locations along the US 50 corridor and anemometer wind speed reporting. The group discussed an inquiry from Member Hitchings' community concerning anticipated changes to Holly Beach Farm and a potential ferry service that could run to the property.

Quarterly Group Report to the MDTA

Member Broderick had discussions with groups he's involved in to keep them apprised of Advisory Group activities. Member Hitchings continued to send out updates via email and shared the updates with the Broadneck communities for issues relating to the Bay Bridge. Member Moran stated Queen Anne's County Administrator Todd Mohn worked with other county administrators statewide on resolutions and letters for a new bridge at the existing bridge location. Member Deoudes held discussions with community members on Advisory Group activities.

Materials posted to webpage:

- Audiovisual recording of meeting
- Meeting Agenda
- Approved minutes

April 6, 2022

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 6, 2022 meeting.

At the fourth and final meeting of the 2021-2022 BBRAG term, members received construction updates from both the MDTA and the MDOT SHA and an update on the Bay Crossing Tier I NEPA Study¹. MDOT SHA Deputy Administrator for District Operations Mr.

¹ On April 14, 2022, 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, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. On June 10, 2022, the \$28 million Bay Crossing Tier 2 Study was launched, which will not only study the new crossing, but also look at solutions for the entire 22-mile corridor from the Severn River Bridge to the 50/301 split. BBRAG members were provided with copies of the press releases for both announcements contained in the Appendix.

Andre Futrell provided an update on the various community requests that the MDTA and the MDOT SHA received related to the Bay Bridge. Members received presentations on the new Automated Lane Closure Gate System being installed at the Bay Bridge and the Authority Operations Center South. Public comments were received from Ms. Pat Lynch who thanked MDOT SHA Administrator Tim Smith for coming to the Broadneck Council of Communities meeting in February and discussing concerns and listening to residents.

Quarterly Group Report to the MDTA

Member Schloss stated that the Broadneck community addresses congestion at regular meetings and he reported back on Advisory Group activities at their next meeting. Member Cole added that the Broadneck Council of Communities (BCC) initiated a survey and will coordinate with the MDOT SHA on the results and any recommendations that can be made. Member Moran stated that Queen Anne's County continues to work with other Eastern Shore counties on Bay Bridge resolutions. Member Broderick heard concerns from his community regarding the Tier I NEPA study; adding that community members have recommended a replacement instead of a third span. Member Hitchings stated that she keeps the Broadneck Council of Communities (BCC) and her distribution list informed of BBRAG meetings. Member Schulz stated that the truck weigh station on westbound US 50 recently caused a backup onto the westbound span of the Bay Bridge and that Bay Bridge Administrator Richard Jaramillo promptly addressed the concern.

Materials posted to webpage:

- Meeting video recording
- Meeting Agenda
- Authority Operations Center South Presentation
- Bay Bridge Automated Lane Closure System (ALCS) Presentation

Appendix

Agenda of July 7, 2021 BBRAG Meeting
Minutes of July 7, 2021 BBRAG Meeting

Agenda of October 6, 2021 BBRAG Meeting
Minutes of October 6, 2021 BBRAG Meeting

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

Agenda of April 6, 2022 BBRAG Meeting

Press release announcing Bay Crossing Tier I NEPA Study
Final Environmental Impact Statement / Record of Decision Approval

Press release announcing initiation of Bay Crossing Tier II NEPA Study

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, July 7, 2021, 6:00 PM

CONFERENCE CALL

Call-In Number: +1 443-409-5228
Conference ID Number: 896 296 546 #
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, July 6, 2021.*** At the appropriate time during the meeting the Chair 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

Member Schulz, Incumbent BBRAG Chair

Election of Chair and Vice-Chair

BBRAG

Approval – Open Session Meeting Minutes of April 7, 2021

BBRAG

BBRAG 2021 Annual Report

BBRAG

Report – Quarterly Group Activities and Recommendations

BBRAG

Report – MDTA & MDOT SHA Updates

Jim Harkness, Acting MDTA Chief Engineer & Joseph Sagal, MDOT SHA Deputy Administrator for Operations

Bay Crossing Study Tier 1 DEIS Public Hearing Update

Heather Lowe

Unfinished Business

New Business

MDTA Response to Community Inquiries

MDTA Staff

511/Traffic Camera Operations Questions

Member Lynch

Community Member Tolling Recommendation

Member Hitchings

Head-On Incidents

Member Deoudes

Public Comments

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

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

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, July 7, 2021

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

At 6:00 p.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
Nicholas Deoudes
Barbara Hitchings
Jim Moran
Jim Ports
Sean Powell
Donald Schloss

Tracy Schulz
Steve Wilson

Members not in Attendance

Hamilton Chaney
Kurt Riegel

Staff in Attendance

Melissa Bogdan
Jamie Cornelius
Jim Harkness
Natalie Henson
Richard Jaramillo
Charles Kenny
Kim Millender
Heather Lowe
Will Pines

Robert Rager
Mike Rice
Bradley Ryon
Joseph Sagal
Deborah Sharpless
Colin Sweetin
Melissa Williams

Others in Attendance

Pat Lynch, Broadneck
David Frey, Michael Baker
Curtis Coates, Skidmore
Aysia Rodriguez, on behalf of Delegate Sid Saab, District 33
Delegate Heather Bagnall, District 33
Todd Mohn (County Administrator, Queen Anne's Co.)
Christopher Bartlett (QATV)
Steve Cohoon (Public Facilities Planner, Queen Anne's Co.)

Introductions

Chair Schulz thanked Pat Lynch for her years of service to the BBRAG and welcomed Donald Schloss to the Advisory Group as her replacement. Members then introduced themselves and the communities or organizations they represent. Chair Schulz provided details of membership changes that took place on July 1 that included the addition of Mr. Schloss as well as the renewal of terms for Members Deoudes, Moran, and Wilson for a further three years. Mike Lord resigned from the BBRAG in June 2021 and a replacement was not nominated by the Governor prior to this BBRAG meeting.

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

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

Approval – Minutes of April 7, 2021 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the April 7, 2021 meeting that were distributed to members with none being put forward.

Member Hitchings motioned to approve the minutes of the January 6 meeting with second from Member Broderick. The minutes were approved with a unanimous vote.

BBRAG 2021 Annual Report

Chair Schulz stated that the annual report that was distributed to members for comment previously was submitted to the Governor and General Assembly on July 1. Member Broderick stated that the report was very well done and encapsulated what the BBRAG had done over the previous year. Member Powell acknowledged the effort that was undertaken within MDTA and MDOT to prepare the report for submission.

Report – Quarterly BBRAG Activities and Recommendations

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

Member Broderick stated that he had several interactions with organizations on the Eastern Shore with the major issue being traffic on both sides of the bridge and that there are more questions than answers. He added that the local law enforcement vehicles stationed on US 50 are helping with vehicles driving on the shoulder.

Member Hitchings stated that she provided updates to her community via email in addition to providing reports to the Broadneck Council of Communities on the BBRAG meetings and activities at the bridge.

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

MDTA & MDOT SHA Updates

MDTA Acting Chief Engineer Jim Harkness provided the BBRAG a status update on the 11 active projects at the Bay Bridge in the Capital Program.

Bay Bridge Capital Projects - July 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	50,229	Winter 2021/22	83	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Winter 2021/22	86	C
2412	BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	28,821	Fall 2021	92	C
2459	BB-3007	Rehabilitate Maintenance Facilities of Eastbound and Westbound Spans	12/20/19	9/1/20	6,327	Winter 2021/22	68	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	17,943	Fall 2022	56	C
2481	BB-3009	Police Building Generator Replacement	6/26/19	4/6/20	1,027	Summer 2021	98	C
2516	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	51,456	Fall 2022	23	C
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/1/21	14,400	Summer 2024	N/A	P
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	12/9/21	4/5/22	4,520	Summer 2025	N/A	D
2504	BB-3012	Queue Detection System	N/A	N/A	2,045	Fall 2022	N/A	D - SHA Coord

Member Deoudes inquired if there were any graphics available showing what a future automated gates system on the Western Shore would look like. Melissa Bogdan stated that the MDTA maintains a cashless tolling webpage that contains renderings and other information. Mr. Harkness added that the video of the BB-3008 previously shared also gives an indication what future conditions would look like.

Filling in for MDOT SHA Administrator Tim Smith, MDOT SHA Deputy Administrator for Operations Joseph Sagal stated that they are in the middle of their Eastern Shore traffic operations program, which proactively patrols with its emergency response units, monitors its intelligent transportation system (ITS) for data, and works in collaboration with MDTA on called in incidents to alert motorists. Mr. Sagal stated that changes in travel patterns prompted MDOT SHA to begin patrols on Thursdays at noon. He added that MDOT SHA maintains numerous portable variable message signs (VMS) to assist in providing travel information to the public and encouraging through traffic to stay on US 50. Mr. Sagal stated that MDOT SHA continues to utilize data to improve its activities and responses to changes in traffic.

Member Moran commended MDOT SHA for the accuracy of the travel times posted on the Western Shore and requested that variable message signs on the Eastern Shore display travel times for westbound travelers in a similar way to those currently on the eastern shore. Mr. Sagal stated that travel times on the Eastern Shore would be considered by MDOT SHA.

Member Moran requested that a message be added to the 1-800-BAY-SPAN service encouraging travelers to stay on US 50. MDTA Chief Operating Officer, Will Pines stated that an upgrade to the system is currently in progress and will include such a message. Jim Ports added that the MDTA also promotes the message on social media and through its email service.

Member Moran requested that greater efforts be undertaken to keep tractor trailers out of the contra-flow lane where they are already prohibited. Jim Ports added that MDTA will review existing signage at the bridge and will discuss the matter with the Chief of the MDTA Police, Colonel Anderson.

Member Moran commended the MDTA for the speed and quality of their communications regarding the Bay Bridge and added that the situation is much improved in recent years. Member Ports thanked Member Moran and added that efforts continue to improve on this with greater collaboration between the operations and communications teams within the MDTA. Member Powell commended the MDTA for the quality of their communications in addition to their diligence in communicating delays through email and text alerts while reminding travelers to stay on US 50 and keep roadways clear for first responders and local residents. Member Moran stated “we are leaps and bounds ahead of where we were eighteen months ago” and that the MDTA’s effort is appreciated. Member Broderick also expressed thanks for the continually improving communication efforts. Colin Sweeting of MDTA communications expressed thanks for the commendations from the BBRAG.

Bay Crossing Study Tier 1 DEIS Public Hearing Update

Beginning on February 23 the Bay Crossing Study (BCS) Tier 1 NEPA Draft Environmental Impact Statement, or DEIS, was made available for public review and comment through the BCS website. The Notice of Availability was published in the Federal Register on March 5, 2021.

Due to the COVID-19 pandemic, the facilities that would normally host the document for public viewing were initially closed. After the document was released, facilities gradually opened, and the DEIS was made available for public viewing at 13 locations throughout five counties in the study area.

The public was able to view and comment on the document for a period of 84 days, from February 23 through May 17. Comments were accepted in numerous ways including via email, a comment form on the project website, an old-fashioned letter, through live public testimony at one of the six public hearing testimony sessions in April and through private testimony during all testimony sessions.

Over 880 public comments were received during the comment period. The public comments included both support and opposition to the project and covered a range of topics including general project support or opposition, process and schedule, corridor alternatives, traffic concerns, environmental impact concerns, and specific engineering questions including pedestrian and bicycle access. You can view all public comments received throughout the life of the project including those received during the comment period.

The last formal step in the Tier 1 National Environmental Policy Act (NEPA) process, the combined Final Environmental Impact Statement and Record of Decision, is anticipated to be completed in Winter 2021/2022. This document will take into consideration all comments received through the Public Hearing comment period, summarize and respond to public and agency comments and identify the selected two-mile-wide corridor alternative. Completion of

the Tier 1 study does not presume the initiation of a Tier 2 NEPA study, since no funding has been identified.

If funding were to become available, a Tier 2 study would identify specific alignment alternatives within the two-mile-wide Selected Corridor Alternative identified during Tier 1. A Tier 2 NEPA Study could take three to five years to:

- identify and evaluate a No-Build Alternative and various crossing alignments within the two-mile-wide Tier 1 Selected Corridor Alternative,
- evaluate how buses, ferries, transportation system management, and demand management could be used in conjunction with these crossing alignments,
- review potential environmental impact,
- determine project delivery methods, such as design-bid-build or design-build, to organize and finance design, construction, operations, and maintenance, and
- FHWA ultimately approving one alignment with a Tier 2 ROD.

The process would need a Tier 2 study ROD before proceeding to final design, right-of-way acquisition, and construction if a build alignment alternative is selected.

Unfinished Business

There was no unfinished business brought before the BBRAG.

New Business

MDTA Response to Community Inquiries

Will Pines presented information on recent traffic volumes and the 2015 Life Cycle Cost Analysis study conducted by MDTA in order to address some community concerns and to provide an indication on where traffic volumes may head in the future.

Chair Schulz queried that given the limited lifespan of the existing bridge structures, is it even feasible to construct a third span of the Chesapeake Bay? Member Ports stated that as MDTA is currently engaged in a Tier I NEPA study, the location or form of any new crossing of the Chesapeake Bay will not be determined until the completion of the entire NEPA process of which only the current Tier I study is funded.

Member Wilson inquired about projecting future growth and specifically how long queues need to be before they limit future growth. Will Pines responded that the NEPA process uses land use and regional growth as a basis for projecting future growth. Jim Harkness responded that previous studies utilized historic growth in addition to the Integrated Bay-Nice traffic model while the current TIER I NEPA study was required to utilize the accepted Statewide Traffic Model. Heather Lowe added that they also coordinate with the regional metropolitan planning organizations (MPOs) to use their models for projections based on population and employment growth data provided by, and coordinated with, their member counties. She added that these are approved forecasts that MDTA is required to use as part of the federal NEPA process. Jim Ports stated that the MDTA often receives criticism regarding projections but that they source data from others; including local governments tasked with creating it.

Jim Harkness presented some information on current traffic volumes on the Bay Bridge. Will Pines added that present increased traffic volumes are impacting the ability of the MDTA to perform maintenance during non-peak daytime periods.

511/Traffic Camera Operations Questions

Will Pines stated that when updates are provided by the MDOT Coordinated Highway Response Team (CHART) they are also entered into the 511 system. Other services such as 1-800-BAY-SPAN, social, and Facebook are also updated with the same information.

Jim Harkness provided an overview of the BB-2819 project to replace the overhead gantries on the westbound bridge. He added that the work necessitates turning off the traffic cameras to install new ones which explains why outages sometimes occur.

Community Member Tolling Recommendation

Member Hitchings shared an inquiry she received from a member of her community regarding current tolls on the Bay Bridge and whether the BBRAG could provide a recommendation on the matter. Will Pines stated that MDTA has done some brief investigation into different tolling methods but a potential Tier II NEPA study would undertake a more comprehensive study of tolls. He added that bi-directional tolling incurs some concerns with operational cost to MDTA, and separate jurisdictions on either side of the bay but would also not reduce traffic volumes.

Member Hitchings asked if increased tolls would be a possible solution. Member Ports responded that tolls are set through a public process, adding that if BBRAG would like to see if current Bay Bridge tolls can be increased, they should start at the local level and build support with elected officials, local government, and the public on both sides of the bridge. He cited the I-495 P3 project as one where elected officials, local government, and local communities are successfully engaging with the toll-setting process. Member Ports stated that dynamic tolling would impact local traffic as alternative toll-free route options for local communities do not exist at the Bay Bridge.

Member Deoudes stated that changes to tolls alone would not solve the traffic congestion problem.

Head-On Incidents

Member Deoudes asked if collision data is being monitored and if other steps could be taken to reduce the causes of crashes on the bridge. Member Ports stated that the MDTA does track crashes as shown below.

Reportable crashes on the Chesapeake Bay Bridge while either span was in two-way operations:

Year	Total Crashes during two-way operations	Rear end crashes	Head on crashes	Other
2016	16	14	1	1
2017	18	14	1	3
2018	21	19	1	1
2019	17	12	2	3
2020	29	24	2	3
2021 (Through 6/8)	7	5	2	0
Total	108	88 (82%)	9 (8%)	11 (10%)

He provided some statistics for crashes in recent years and stated that the removal of the toll booths should assist with rear-end collisions that most frequently occurred at that location.

He added that distracted driving is a behavioral issue that is challenging to prevent.

- The overwhelming majority of crashes during two-way operations are rear end crashes. Causes for these crashes include distracted driving, following too closely and excessive speeds. The MDTA Police urge drivers to devote their full time and attention while crossing the Bay Bridge and during all travels.
- Of the 9 head on crashes between 2016 and 6/8/2021, 4 were caused by drivers under the influence of drugs and/or alcohol. Other causes include distracted driving and drivers changing lanes while attempting to avoid a rear end crash.
- The MDTA Police remind motorists of these tips from our partners at the MDOT MVA Highway Safety Office:
 - Be the MAKE A PLAN Driver and Be the SOBER Driver: One-third of fatalities and serious injuries on Maryland roadways involve an impaired driver. Designate a sober driver, be the sober driver or make a plan for a safe and sober ride home through a taxi, a rideshare service or public transportation.
 - Be the SLOW DOWN Driver: Many crashes occur when drivers exceed the speed limit or drive too fast for the conditions. Leave a few minutes early and take some extra time to get to your destination.
 - Be the FOCUSED Driver: Maryland law forbids talking or texting on a handheld phone while driving, including while stopped at a traffic light. According to the National Highway Traffic Safety Administration (NHTSA), sending or reading a text takes your eyes off the road for five seconds. At a speed of 55 mph, that equates to traveling the length of a football field blindfolded.

Public Comments

Delegate Bagnall stated that she has received feedback regarding signs that remind travelers to stay on US 50 and that she has not seen those signs in place yet for the summer season this year.

Ms. Pat Lynch stated that her community's requests to close local roads to Bay Bridge traffic were denied as the roads are federally funded. The funding is contingent on full access by all road users regardless of their journey or travel intent.

Mr. Curtis Coates, a citizen of the Skidmore community, inquired about the presence of cones on Skidmore Drive near the intersection with Oceanic Road that he says are restricting vehicle movements and affecting his commute.

There being no further business, a motion to adjourn the meeting of the BBRAG was made by Member Moran at 8:42 p.m.

The next meeting will be held on October 6, 2021 at 6:00p.m.

ATTACHMENTS: Life Cycle Cost Analysis (LCCA) Study Limits presentation, Gantry/camera replacement information, Automated Lane Closure System Project flyer.

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, October 6, 2021, 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 696 524 323# when prompted for a Conference ID.

If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to mbogdan@mdta.state.md.us no later than 5:00 p.m. on Monday, October 4, 2021. 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

Membership Changes and Introductions

Chair Schulz

Approval – Open Session Meeting Minutes of July 7, 2021

BBRAG

Report – Quarterly Group Activities and Recommendations

BBRAG

Report – MDTA & MDOT SHA Updates

Jim Harkness, MDTA Chief Engineer & Tim Smith, MDOT SHA Administrator

Unfinished Business

Community Inquiries and Requests

MDTA Staff

New Business

Bay Bridge Run

Richard Jaramillo, Bay Bridge Administrator

Public Comments

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

Next Meeting: Wednesday, January 5, 2022 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, October 6, 2021

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

Members in Attendance

Jack Broderick
Hamilton Chaney
Brad Cole
Nicholas Deoudes
Barbara Hitchings
Jim Moran
Jim Ports

Sean Powell
Kurt Riegel
Donald Schloss
Tracy Schulz
Tim Smith
Steve Wilson

Staff in Attendance

Melissa Bogdan
Jamie Cornelius
Jim Harkness
Richard Jaramillo
Charles Kenny
Kim Millender
Megan Mohan
Mary O'Keeffe

Will Pines
Robert Rager
Mike Rice
Joseph Sagal
John Sales
Melissa Williams

Others in Attendance

Pat Lynch, Broadneck
Lori Rhodes, Anne Arundel County Executive's Office
Brian Ulrich, Anne Arundel County DOT
Delegate Heather Bagnall, District 33
Todd Mohn (County Administrator, Queen Anne's Co.)
George Harvey (QACTV)
Ted McNeil (QACTV)

At 6:05 p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order.

Introductions

Chair Schulz welcomed Brad Cole to the Advisory Group as the replacement for Michael Lord and will serve the remainder of Mr. Lord's term. Members then introduced themselves and the communities or organizations they represent.

Approval – Minutes of July 7, 2021 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the July 7, 2021 meeting that were distributed to members with none being put forward.

Member Moran motioned to approve the minutes of the July 7 meeting with second from Member Deoudes. The minutes were approved with a unanimous vote.

Report – Quarterly Group Activities and Recommendations

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

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

Member Schulz stated that he attended a meeting on the renewal of the MD 18 (Kent Island) incident plan at which the current plan was updated.

Member Hitchings stated that she has an email group that she shares information and updates from BBRAG with. She is also a member of the Broadneck Council of Communities and shares information with them.

Member Riegel stated that he is the chairman of the Annapolis Transportation Board and informs the group of activities relating to the Bay Bridge. He added that he also sits on the Anne Arundel County Transportation Commission.

Member Cole attended the recent Broadneck Council of Communities meeting where report was given by MDTA Executive Director Jim Ports. He added that he has been in contact with the Anne Arundel County Council Dist. 5 representative Amanda Fiedler and will be coordinating with her after these meetings to help communicate info.

Member Schloss stated that this is his second meeting and that he is continuing to bring himself up to speed on the work of the BBRAG.

Member Moran stated that since the last meeting in July, the Queen Anne's County Council passed a resolution calling for new bridge. He also testified at a recent meeting of the Anne Arundel County Council for their similar resolution.

Member Deoudes stated that he communicates with the Queen Anne's County commissioners in addition to fielding calls from community members and sharing information on Facebook.

Member Broderick states that he shares info gleaned from BBRAG and subsequently providing feedback to the BBRAG. He added that he receives feedback from the heritage, tourism, and

community perspectives and added that the effort to improve communications on the part of the MDTA has been very well received.

MDTA & MDOT SHA Updates

MDTA Acting Chief Engineer Jim Harkness provided the BBRAG a status update on the 11 active projects at the Bay Bridge in the Capital Program.

Bay Bridge Capital Projects - September 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	50,229	Fall 2022	57	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Spring 2022	73	C
2412	BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	28,821	Fall 2021	93	C
2459	BB-3007	Rehabilitate Maintenance Facilities of Eastbound and Westbound Spans	12/20/19	9/1/20	6,197	Winter 2021/22	68	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	18,249	Fall 2022	68	C
2481	BB-3009	Police Building Generator Replacement	6/26/19	4/6/20	1,027	Summer 2021	100	C
2516	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	51,456	Fall 2022	38	C
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/16/21	14,638	Summer 2024	0	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	3/9/22	9/5/22	8,500	Spring 2025	N/A	D
2504	BB-3012	Queue Detection System	N/A	N/A	2,045	Spring 2023	N/A	D - SHA Coord

In response to a question from Member Broderick, Mr. Harkness stated that paving for BB-2819 will occur at night.

In response to a question from Member Moran, Mr. Harkness responded that the paving occurring as part of BB-3014 will include areas that have been disturbed due to the project.

In response to a question from Member Broderick, Mr. Harkness stated that BB-2726 will use the same construction process as for WB span. Member Deoudes stated that work will not occur on the suspension span and Mr. Harkness concurred, stating that only the deck on truss sections will be replaced. Member Moran inquired as to the cost of the project and whether it is included in cost for foreseeable maintenance. Mr. Harkness responded that the estimated cost is \$200m. MDTA Chief Operating Office Will Pines added the Bay Bridge Life Cycle Cost Analysis study determined that \$3.25 billion would be needed for maintenance on both bridge structures through 2065. This project was identified by the study as a major rehabilitation project and its cost is included in that estimate.

MDOT SHA Administrator Tim Smith stated this year, MDOT SHA handled 1,100 incidents or motorist assists.

Member Deoudes asked if the average volume traversing the bridge this year is lower due to the construction. Mr. Pines stated that construction does impact lane capacities localized to specific times and locations. He added that the studies that MDTA publishes feature the capacity information that would be most useful to the public.

Unfinished Business

Community Inquiries and Requests

Will Pines provided an update on the various requests that the MDTA has received related to the Bay Bridge. Previous requests that have been closed out were presented before new and outstanding requests were presented.

Status	Requests	Requestor	Outcomes
✓	Support return of Across the Bay 10K	QAC Commissioners	COMPLETE – Event planned for Halloween
✓	Provide Legal info on Restricting Ramp Access to Local Traffic	BBRAG	COMPLETE – Correspondence from the Maryland Attorney General, MDOT Secretary, and MDOT SHA Administrator describing the legal restrictions on restricting ramp access to certain users distributed to BBRAG members.
✓	Old Ferry Slip Road Cones	Curtis Coates (community member)	COMPLETE – Richard Jaramillo contacted Mr. Coates to resolve the concern and also discussed the matter with the facilities manager at Northrup Grumman.
✓	Automated Gates Project Graphic Request	Member Deoudes	COMPLETE – Graphics posted to the website at https://mdta.maryland.gov/Bay-Bridge
✓	Contraflow Lane Tractor Trailer Restriction	Member Moran	COMPLETE – Messages displayed on variable message signs on US-50 with increased vigilance and enforcement from MDTA Police.
✓	Participate in Broadneck Council Meeting	Pat Lynch	COMPLETE – On 9/23/21, MDTA provided a briefing and Q&A to the Broadneck Council and Elected officials in attendance.
⌘	“Stay-On-50” messaging on BAYSPAN	Member Moran	PENDING – New system is still in progress in procurement but is anticipated to be in place prior to the 2022 summer season and will include ‘Stay on 50’ message.
⌘	Request for a FHWA expert to present to the group on federal involvement in US 50 for a corridor analysis.	Jack Broderick	PENDING – Request with MDOT SHA
⌘	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.
⌘	“Stay-On-50” signage on Route 50	Delegate Bagnall	PENDING – Signing concepts are being evaluated by MDTA and MDOT SHA.

Member Deoudes asked how right lane restriction for trucks was determined and Mr. Harkness responded that it is based on the vehicle's registration.

Member Broderick stated that the request for an FHWA expert was connected to the side roads. Tim Smith stated that the side roads on the Anne Arundel County side are eligible for federal funding but that those on the Queen Anne's County side are not. He added that MDOT SHA is continuing to look at ways those roads could be made eligible for federal funding.

New Business

Bay Bridge Run

Bay Bridge Administrator Richard Jaramillo stated a new organizer, Corrigan Sports, will run the event this year. The event will run on October 31st and begin at 6:45am and the bridge reopening by 2pm. He also provided an overview of the event including the route over which it will take place.

Member Riegel asked if the event had an impact on tolls and Mr. Jaramillo responded that because travelers are asked to adjust their travel times, there is some impact, but it is minimal.

Public Comments

Ms. Pat Lynch representing the Broadneck Peninsula expressed thanks to Member Ports and Will Pines for their efforts regarding contra-flow and that there has been a significant improvement this year.

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

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

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA (UPDATED)

Wednesday, January 5, 2022, 6:00 PM

CONFERENCE CALL

Call-In Number: +1 443-409-5228
Conference ID Number: 696 524 323#
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 Monday January 3, 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

Member Schulz, BBRAG Chair

Approval – Open Session Meeting Minutes of October 6, 2021

BBRAG

Report – Quarterly Group Activities and Recommendations

BBRAG

Report – MDTA & MDOT SHA Updates

Jim Harkness, MDTA Chief Engineer & Tim Smith, MDOT SHA Administrator

Unfinished Business

Community Inquiries and Requests

MDTA Staff

New Business

Bay Bridge Crossing Study Update

Heather Lowe, MDTA Project Manager, Division of Planning and Program Development

Bay Crossing Study County Resolutions

Bradley Ryon, MDTA Manager of Government Relations

Variable Message Board Locations

Member Moran

Anemometer Wind Speed Reporting

Member Moran

Holly Beach Farm

Member Hitchings

Public Comments

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

Next Meeting: Wednesday, April 6, 2022 at 6pm

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

MEETING MINUTES

Wednesday, January 5, 2022

Regular Meeting
OPEN SESSION
Tracy Schulz, Chair

Members in Attendance

Jack Broderick
Nicholas Deoudes
Barbara Hitchings
Jim Moran
Jim Ports
Sean Powell
Donald Schloss
Tracy Schulz
Tim Smith

Members Not in Attendance

Hamilton Chaney
Brad Cole
Kurt Riegel
Steve Wilson

Staff in Attendance

Melissa Bogdan
Anna Dove
Jim Harkness
Richard Jaramillo
Charles Kenny
Heather Lowe
Kelly Melhem
Kim Millender

Mary O’Keeffe
Will Pines
Robert Rager
Mike Rice
Bradley Ryon
Joseph Sagal
Melissa Williams

Others in Attendance

Pat Lynch, Broadneck Council-(BCC), AA County Citizens' Advisory Committee - (CAC) and Growth Action Network-(GAN).
Caroline Hecker on behalf of Delegate Heather Bagnall, District 33
Delegate Heather Bagnall, District 33
Luke Tudball on behalf of Delegate Heather Bagnall, District 33
Aysia Rodriguez on behalf of Delegate Sid Saab, District 33
Delegate Rachel Munoz, District 33
Todd Mohn, County Administrator, Queen Anne’s County
Steve Cohoon, Queen Anne’s County
Chris Bartlett, QACTV
Mike Kling, Atkins North America
Spencer Dixon, Heather Mizeur for Congress

At 6:04 p.m. Chair Tracy Schulz called the meeting of the Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG) to order.

Approval – Minutes of October 6, 2021 Meeting

Chair Schulz asked if there were any amendments to the draft minutes of the October 6, 2021 meeting that were distributed to members with none being put forward.

Member Moran motioned to approve the minutes of the October 6 meeting with second from Member Deoudes. The minutes were approved with a unanimous vote.

Report – Quarterly Group Activities and Recommendations

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

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

Member Broderick had a number of discussions with groups he’s involved in to keep them apprised of BBRAG activities. He stated that the biggest question from local concerns is a decision regarding a third Bay Bridge span.

Member Hitchings continues to send out updates via email and also shares with the updates with the Broadneck communities for issues relating to the Bay Bridge.

Member Moran stated Queen Anne’s County administrator Todd Mohn is working with other county administrators statewide on resolutions and letters for a new bridge at the existing bridge location.

Member Deoudes stated that in discussions with community members, there is a degree of misinformation that members try to address as best they can but that clarity is needed to help address the issue. He added that he appreciated efforts to keep the bridges open during the recent inclement weather.

MDTA & MDOT SHA Updates

MDTA Chief Engineer Jim Harkness provided the BBRAG a status update on the 10 active projects at the Bay Bridge in the Capital Program.

Bay Bridge Capital Projects - January 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	71	C
2369	BB-2819	Deck Rehabilitation and Miscellaneous Modifications	3/6/19	9/9/19	33,248	Spring 2022	86	C
2412	BB-3002	Priority Structural Repairs and Miscellaneous Modifications	7/18/16	4/17/17	28,821	Winter 2021/22	96	C
2459	BB-3007	Rehabilitate Maintenance Facilities of Eastbound and Westbound Spans	12/20/19	9/1/20	6,197	Winter 2021/22	58	C
2476	BB-3008	Bay Bridge Crossover Automated Lane Closure System	5/24/19	2/3/20	18,249	Fall 2022	72	C
2516	BB-3014	Bay Bridge Emergency All Electronic Toll (AET) Conversion	9/25/20	1/11/21	51,456	Fall 2022	52	C
2501	BB-3013R	On-Call Structural Repairs and Miscellaneous Modifications for Bay Bridge	1/28/21	8/16/21	14,638	Summer 2024	5	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	4/25/22	10/15/22	8,500	Spring 2025	N/A	D
2504	BB-3012	Queue Detection System	N/A	N/A	2,045	Spring 2023	N/A	D - SHA Coord

MDOT SHA Administrator Tim Smith stated the MD 8 traffic camera was originally set up with microwave communication before being transferred to cellular and then recently to a Verizon T1 line. MDOT SHA has not seen any communication errors as of late. Future updates will move the camera to a fiber optic link which will occur after gantry work in the area is completed.

Member Smith stated that MDOT SHA shared vehicle crash information for the Bay Bridge corridor and how it compares to other areas. Corridors of a similar length in other locations feature similar numbers of incidents responded to. The Bay Bridge corridor features slightly lower crash numbers compared to the beltways but when looking at volumes, the crash rates are comparable.

Member Moran expressed thanks for the report and stated that it was very thorough adding that there are no alternate routes for traffic compared to the other corridors.

Unfinished Business

Community Inquiries and Requests

MDTA Chief Operating Officer, Will Pines provided an update on the various requests that the MDTA has received related to the Bay Bridge. Previous requests that have been closed out were presented before new and outstanding requests were presented.

Status	Requests	Requestor	Outcomes
✓	Paving limits of BB-3014 construction project	Member Moran	COMPLETE – Data provided to Member Moran by Jim Harkness
✓	Crash stats for accidents along US50/Bay Bridge corridor for comparison with other congested corridors in the state.	Member Moran	COMPLETE – Data provided to Member Moran by Tim Smith
✓	Support return of Across the Bay 10K	QAC Commissioners	UPDATE – Event held in October 2021.
⌚	“Stay-On-50” messaging on BAYSPAN	Member Moran	PENDING – New system is still in progress in procurement but is anticipated to be in place prior to the 2022 summer season and will include ‘Stay on 50’ message.
⌚	“Stay-On-50” signage on Route 50	Delegate Bagnall	PENDING – Signing concepts are being evaluated by MDTA and MDOT SHA.
✓	Anemometer wind speed data	Member Moran	COMPLETE – WPL Pier 31 weather data is available at https://chart.maryland.gov/travInfo/weatherStationData.asp

MDOT SHA Deputy Administrator of Operations, Joseph Sagal stated that it is anticipated that the ‘Stay-on-50’ signage will be installed before Memorial Day, 2022.

New Business

Bay Bridge Crossing Study Update

Heather Lowe, MDTA Project Manager, Division of Planning and Program Development provided an update on the project. Staff has been reviewing all comments received during the Draft Environmental Impact Statement comment period and Public Hearings last Spring and have identified Corridor 7, the two-mile-wide corridor spanning the existing Bay Bridge, as the MDTA Preferred Corridor Alternative. On December 21, 2021, staff uploaded the Preferred Corridor Alternative package to the study website, baycrossingstudy.com, and sent out emails notifying project stakeholders of the new information. BBRAG members should have received an email. Our next major step for the Tier 1 NEPA study is to complete the combined Final Environmental Impact Statement and Record of Decision which is the final step in the NEPA process. We anticipate that the FEIS/ROD will be completed later this winter, which completes Tier 1. As you know, completion of Tier 1 does not presume the initiation of a Tier 2 Study.

Chair Schulz asked if anyone is working on identifying funding for a Tier II study. Member Ports stated that funding is being looked at. He stated that counties submit their priority letters by April 1, after which the State looks at the Consolidated Transportation Plan (CTP) and the available funds. The State then funds the most priorities they can with the funds available. He added that federal funds are also being considered and that it is helpful that a Tier II study is a priority for local governments.

Member Moran congratulated Member Ports and Will Pines on their new positions. He added that he would embark on getting counties to work on their priority letters supporting funding for a Tier II study.

Bay Crossing Study County Resolutions

Bradley Ryon, MDTA Manager of Government Relations shared the resolutions passed by the Queen Anne's County Commissioners and the Anne Arundel County Council in support of a new Bay Bridge. On Sept 28, 2001, the County Commissioners of Queen Anne's County approved resolution 21-17. On Oct 4, 2021 the Anne Arundel County Council approved Resolution 49-21. The resolutions point to the capacity issues resulting in congestion in communities located in the two counties. These two resolutions call for the State of Maryland to construct a new bridge in the same location. The Resolutions call for a minimum of eight travel lanes to provide adequate capacity and dependable and reliable travel times. Finally, the resolutions call for the MDTA to begin a Tier 2 study of the Bay Crossing Study.

Member Moran stated that Kent and Garrett Counties also have resolutions and that Queen Anne's County is working with Caroline, Dorchester, Talbot, and Wicomico counties to get them on board with similar resolutions. He added they will also approach Ocean City.

Variable Message Board Locations

Member Moran stated that it has been asked by people in the past where the message boards are located and could they be in a better location. He added that if members had a map they could digest the existing locations and come back at the next BBRAG meeting with recommendations. Tim Smith responded that MDOT SHA is happy to share locations and receive feedback from

the group. He added that there is guidance for the locations on signs that have to be adhered to. Will Pines shared the interactive map hosted by CHART that shows the permanent sign locations and the message they are currently displaying. Member Ports stated that the rules regarding highway signs are highly prescriptive and MDTA and MDOT SHA must work around them.

Anemometer Wind Speed Reporting

Member Moran stated that when the bridge closes for wind restrictions, the counties hear complaints because people can't see the wind data and do not understand how the decisions are being made. Will Pines shared the MDOT SHA CHART page that lists current wind speed data and noted that the data is updated regularly but does not provide an overview of all real-time conditions.

Member Ports stated that decisions are also made on conditions data as it is forecast and that other operational decisions have to be considered. Member Moran stated that the new automated gates system should assist in reducing the length of time required to enact decisions and respond to weather conditions. Member Deoudes asked about who would maintain the new gates system. Will Pines responded that it would be a mixture of in-house employees and contractors.

Holly Beach Farm

Member Hitchings stated that members of the community have contacted her regarding the proposed ferry service at Holly Beach Farm. As a result of these discussions, Member Hitchings raised the following questions for the group:

1. Has the State and/or the eastern shore been approached by the Anne Arundel County executive with his proposal of establishing a ferry system?
2. Is there any consideration that the State would consider this option more than it has already done?
3. Could Anne Arundel County within the bounds of state regulations initiate or explore setting up their own ferry system?
4. Do you see a ferry service in the future perhaps at another location?

Member Ports proffered the following responses to the questions.

1. Has the State and/or the eastern shore been approached by the Anne Arundel County executive with his proposal of establishing a ferry system?

No. The MDTA was not part of the rollout/press conference announcing the service. Will Pines added that the MDTA and MDOT were not privy to possible other discussions with other state departments or agencies.

2. Is there any consideration that the State would consider this option more than it has already done?

The Tier I study was specific and considered whether a ferry would attract enough traffic to offset anticipated traffic growth. The study determined that it would not. A potential Tier II study would consider the potential of a ferry system in conjunction with transit,

bicycles, etc. Heather Lowe added there were two recent ferry studies. The Tier I study found a ferry would not take enough cars off the Bay Bridge to meet the Bay Crossing Study Purpose and Need as a standalone option. Another study considered electric ferries and what the requirements would be for a ferry system that would remove enough vehicles i.e. take the place of an additional crossing. It found that the vessels required do not currently exist and it would be very expensive to the state and users. A potential Tier 2 study would consider ferry service in combination with other alternatives .

3. Could Anne Arundel County within the bounds of state regulations initiate or explore setting up their own ferry system?

Yes they could; similar to Baltimore City's water taxi. That service is under federal purview. The County would have to submit to federal oversight and meet National Transit Database (NTB) for a ferry system which would be regulated accordingly.

4. Do you see a ferry service in the future perhaps at another location?

The MDTA is not in a position to say given where the NEPA process presently is. Member Ports stated that he does not know where Anne Arundel County is in the process with their initiative and that BBRAG members should direct any inquiries to the county executive.

Member Hitchings reiterated that the communities' biggest concern is traffic being brought to US 50 corridor and local roads.

Delegate Heather Bagnall stated that Anne Arundel County and the City of Annapolis did an op-ed on a ferry service that would run along the bay, not across it. Member Ports added that Kent Island was noted as a potential terminal.

Member Moran stated that the ferry service in question is for economic development of tourism and he doesn't think it has anything to do with transporting cars.

Member Hitchings stated that she will pass the information back to the community.

Community member Pat Lynch stated that Anne Arundel County Executive Pittman has stated that relief of traffic for Broadneck and Kent Island is a stated objective of ferry service. She stated that the Broadneck Council of Communities will not support the ferry and conversion of Holly Beach Farm. She added that MDOT needs to show that US 50 can handle traffic for a national park. Member Ports responded that a traffic impact study would have to be undertaken along with other studies for a park. He reiterated that when development is initiated at the county level, studies are conducted and require mitigation for traffic. He added that the MDTA and other state agencies cannot stop development; only require mitigation 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 Deoudes at 7:24 p.m.

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

ATTACHMENTS: [no attachments]

Chesapeake Bay Bridge Reconstruction Advisory Group (BBRAG)

AGENDA

Wednesday, April 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 130 450 025# when prompted for a Conference ID.

If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to mbogdan@mdta.state.md.us no later than 5:00 p.m. on Monday, April 4, 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

Approval – Open Session Meeting Minutes of January 5, 2022

BBRAG

Report – Quarterly Group Activities and Recommendations

BBRAG

Report – MDTA & MDOT SHA Updates

Jim Harkness, MDTA Chief Engineer & Tim Smith, MDOT SHA Administrator

Unfinished Business

Community Inquiries and Requests

MDTA Staff

New Business

Annual Report

BBRAG

BBRAG AOC Presentation

MDTA Staff

Public Comments

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

Next Meeting: Wednesday, July 6, 2022 at 6pm



Maryland
Transportation
Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:
Dontae Carroll Mario J. Gangemi, P.E.
William H. Cox, Jr. Cynthia D. Penny-Ardinger
William C. Ensor, III Jeffrey S. Rosen
W. Lee Gaines, Jr. John F. von Paris

William Pines, P.E., Acting Executive Director

FOR IMMEDIATE RELEASE

Contact: John Sales, 410-537-1017

**BAY CROSSING STUDY TIER 1 FINAL ENVIRONMENTAL IMPACT
STATEMENT / RECORD OF DECISION APPROVED**

*Bay Crossing Study Tier 1 NEPA Concludes
FHWA Officially Approves Corridor 7, the Corridor Containing the Bay Bridge,
as the Selected Corridor Alternative*

BALTIMORE, MD (April 21, 2022) – The combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) for the Chesapeake Bay Crossing Study: Tier 1 National Environmental Policy Act (NEPA) has been published and is available for review at baycrossingstudy.com and starting April 22, at several local libraries. The combined FEIS/ROD has been prepared pursuant to NEPA and has been approved by the Federal Highway Administration (FHWA). The FHWA identified Corridor 7, the corridor containing the Bay Bridge, as the Selected Corridor Alternative. The approval of the FEIS/ROD marks completion of the Tier 1 NEPA Study.

The Maryland Transportation Authority (MDTA) and FHWA followed a well-established tiered NEPA process that provides a systematic approach for advancing potential transportation improvements. The federal NEPA process applies to all projects potentially receiving federal funding or approval.

The Bay Crossing Study Tier 1 NEPA evaluated a range of alternatives, including a no-build alternative, four modal and operational alternatives, and 14 corridor alternatives, to provide expanded traffic capacity and additional access across the Chesapeake Bay to improve mobility, travel reliability and safety at the existing Bay Bridge, while considering financial viability and environmental responsibility.

The combined FEIS/ROD focuses on updates to the February 2021 Draft Environmental Impact Statement (DEIS) that was available for review and comment from February 23 through May 17, 2021. The DEIS content and analysis remain valid except where updated information is noted in the FEIS. The FEIS provides summaries of the more than 850 agency and public comments received and responds to substantive comments.

The FEIS also details the rationale and information supporting the selection of Corridor 7 as the Preferred Corridor Alternative (PCA). Through an alternative screening process derived from the Study's purpose and need, including an extensive agency and public review and comment process, the combined FEIS/ROD concluded that the corridor containing the existing Bay Bridge – Corridor 7 – would have the most positive impact on reducing traffic at the Bay Bridge when compared to other alternatives and would improve access and mobility in this essential transportation corridor. The ROD officially documents Corridor 7 as the Selected Corridor Alternative.

--more--

Any next steps would require additional environmental review through a Tier 2 NEPA Study. A Tier 2 NEPA Study would identify specific alignment alternatives within the two-mile-wide Selected Corridor Alternative identified during Tier 1.

The following sections are included in the Bay Crossing Study Tier 1 FEIS/ROD:

- Chapter 1 Introduction – Provides background information on the Bay Crossing Study, Purpose and Need, DEIS Activities, and the PCA;
- Chapter 2 Errata Table of Changes – Lists specific edits and corrections to the DEIS;
- Chapter 3 Supplementary Analysis and Discussion – Provides supplementary information on topics including Traffic, Climate Change and Sea Level Rise, Environmental Justice, and Section 106 of the U.S. Department of Transportation Act of 1966;
- Chapter 4 Summary of Public Involvement and Public Comments – Summarizes the public outreach activities and comments received on the DEIS;
- Chapter 5 Summary of Agency Coordination and Comments – Provides an overview of the agency coordination activities since the release of the DEIS and comments received from federal, state, and local agencies on the DEIS;
- Chapter 6 Preferred Corridor Alternative – Provides discussion of the rationale for identifying Corridor 7 as the PCA, including consideration of agency and public comments on the DEIS;
- Chapter 7 Record of Decision – Finalizes the selection of Corridor 7 as the Selected Corridor Alternative, with discussion of commitments and next steps; and
- Appendices – Includes all comments received during the DEIS comment period, with summaries and responses categorized by topics.

To view the combined FEIS/ROD document in person, please visit one of these locations in the study area:

- Broadneck Library
1275 Green Holly Dr., Annapolis, MD
410-222-1905
- Kent Island Library
200 Library Cir., Stevensville, MD
410-643-8161
- Centreville Library
121 S Commerce St., Centreville, MD
410-758-0890
- Michael E. Busch Annapolis Library
1410 West St., Annapolis, MD
410-222-1750
- Chestertown Main Library
408 High St., Chestertown, MD
410-778-3636
- Mountain Road Library
4730 Mountain Rd., Pasadena, MD
410-222-6699
- Crofton Library
1681 Riedel Rd., Crofton, MD
410-222-7915
- Severna Park Library
45 W McKinsey Rd., Severna Park, MD
410-222-6290
- Deale Library
5940 Deale Churchton Rd., Deale, MD
410-222-1925
- St. Michaels Library
106 Fremont St., St. Michaels, MD
410-745-5877
- Easton Main Library
100 W Dover St., Easton, MD
410-822-1626
- Twin Beaches Library
3819 Harbor Rd., Chesapeake Beach, MD
410-257-2411

- Edgewater Library
25 Stepneys Ln., Edgewater, MD
410-222-1538

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Governor Hogan Launches \$28 Million Chesapeake Bay Crossing Tier 2 Study

Submitted by Tamory Winfield on Fri, 06/10/2022 - 10:35



Governor Hogan Launches \$28 Million Chesapeake Bay Crossing Tier 2 Study

Tier 2 NEPA Study to Consider Alternatives Along Selected Corridor

ANNAPOLIS, MD—Governor Larry Hogan today announced the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. The launch of the Bay Crossing Study Tier 2 National Environmental Policy Act (NEPA) follows completion of the Tier 1 NEPA in April, and continues the governor's unprecedented efforts to provide congestion relief for generations to come at the Bay Bridge, and along its 22 miles of approach highways.

"At my direction, we are immediately launching a critical \$28 million Bay Crossing Tier 2 Study, which will not only study the new crossing, but also look at solutions for the entire 22-mile corridor from the Severn River Bridge to the 50/301 split," said **Governor Hogan**. "This is the critical next step which is needed in order to move forward so we can make a new Bay crossing a reality in the years to come, and it is just one more way that together we are truly changing Maryland for the better."

The Maryland Transportation Authority (MDTA) and the Federal Highway Administration (FHWA) are following the well-established tiered NEPA process to study potential improvements. This process applies to all projects receiving federal funding or approval.

In 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, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. The FEIS/ROD is available for review at baycrossingstudy.com.

"The \$28 million Tier 2 study will build upon the Tier 1 findings and identify specific alignment alternatives within Corridor 7, which is two miles wide and 22 miles long, from the Severn River Bridge in Anne Arundel County to the US 50/US 301 split in Queen Anne's County," said **MDTA chairman and Maryland Transportation Secretary James F. Ports, Jr.** "The Tier 2 study will identify and evaluate a No-Build Alternative as well as various crossing alignments and types—such as a new bridge, a bridge/tunnel or replacement of existing spans. We're eager to engage with residents, communities, officials, stakeholders and other members of the public on the Tier 2 Study. As we learned from the Tier 1 Study, the public's contributions in this process are invaluable."

At its June 23 meeting, the MDTA Board is expected to vote on the agency's draft Consolidated Transportation Program, which includes funding for the Tier 2 NEPA. The study would take about four to five years to complete. If a build alignment alternative is selected, another Record of Decision for Tier 2 would be required before proceeding to final design, right-of-way acquisition, and construction. A No-Build Alternative means that no action of any kind would be taken.

"Today's announcement marks a major milestone for Maryland that advances a path forward for congestion relief at the Bay Bridge and for local communities in Anne Arundel and Queen Anne's counties," said **MDTA Executive Director William Pines**.

Modal and operational alternatives (MOA), including ferry service, rail, bus, and transportation system management/transportation demand management were evaluated as part of Tier 1 and were found to not meet the Tier 1 purpose and need as stand-alone options. The Tier 2 study will analyze buses, ferries, and transportation system and demand management, as well as how they may be used in conjunction with other alternatives.

Additional information and public participation opportunities for the Tier 2 NEPA Study will be posted to baycrossingstudy.com.



Continued Bay Bridge Progress Saves Customers Time, Money. The launch of the Bay Crossing Study Tier 2 NEPA is the latest milestone in Governor Hogan's commitment to make the Chesapeake Bay crossing safer, more efficient, and more affordable for Marylanders and visitors to the state. Since 2015, the Hogan Administration has eliminated the \$1.50 E-ZPass monthly fee for Maryland residents, [made E-ZPass transponders free](#), and reduced tolls twice—[delivering a \\$2.50 E-ZPass Maryland toll at the Bay Bridge](#), which is a less expensive round trip toll price than when the bridge opened in 1952.

Additionally, the governor launched and completed the [Tier 1 NEPA phase of the Bay Crossing Study](#) and broke a bottleneck at the Severn River Bridge by [adding a fourth lane eastbound](#)—a project recognized with national awards. Under the governor’s direction, the MDTA also [completed the two-year Bay Bridge westbound re-decking project](#) in seven months, a year ahead of schedule; [removed toll booths](#) at the bridge; and implemented highway-speed [all-electronic tolling](#) years ahead of schedule.

The MDTA also launched construction of a new Automated Lane Closure System at the Bay Bridge to provide more efficient conversion to two-way operations. The new system will improve traffic operations and safety for employees by replacing the barrel-and-cone system.