

## Bay Crossing Study Public Comments April 1, 2018 – April 30, 2018

DATE	MEDIUM	COMMENT (Personally Identifying Information Removed)
4/2/2018	E-Mail	<p>I agree with the points set forth in this letter.</p> <p><i>[Letter Included Below]</i></p> <p>Ms. Heather Lowe, Bay Crossing Study MD Transportation Authority 2310 Broening Hwy <span style="float: right;">Baltimore, MD 21224</span> March 2, 2018</p> <p>Dear Ms. Lowe:</p> <p>I would like to comment on the Bay Crossing Study. Kent County is a beautiful place full of historic, cultural and agricultural landscapes. Creating a new corridor to the 'Shore would be detrimental to the wonderful qualities of life experienced by those of us who live here. One only needs to look at what happened to Kent Island over the years to imagine the result of an additional bay crossing. What was once a quiet area of farms and historic places is now full of strip malls, fast food, asphalt and bedroom communities. This is not progress, it's sprawl!</p> <p>I care deeply about preserving Kent County, and I know that a highway cutting through this landscape is not compatible with that goal. I oppose a new bay crossing.</p> <p>Sincerely, [Name removed] [Address Removed]</p>
4/7/2018	Web	<p>I have lived in Southern Maryland for 4 years. I recently moved to St. Mary's County in November 2017. I think it would be most ideal for a crossing from Calvert County to Dorchester County. I think this will provide us easier access to the Lower Eastern Shore, build jobs, and serve as another emergency evacuation route. It also would help reduce traffic and allow better access to the Lower Eastern Shore.</p> <p>I also think a bridge to Somerset County or the Virginia Peninsula would serve well. If to choose between the two, I would go for Calvert to Dorchester County.</p>

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4/12/2018	E-Mail	<p>Good afternoon,</p> <p>I am formulating a response to a constituent regarding the third bay bridge span potentially occurring in Kent County. Will you please outline the remaining process of the study including approximately deadline dates?</p> <p>Thank you in advance for your time.</p> <p>Melissa A. Kelly Eastern Shore Regional Director Office of U.S. Senator Chris Van Hollen</p> <p>Office: (410) 221-2074 Cell: (202) 669-1052 Fax: (301) 545-1512</p> <p>Melissa_Kelly@vanhollen.senate.gov www.vanhollen.senate.gov</p>
4/18/2018	Web	<p>I live in Bowley's Quarters (Middle River) MD and would LOVE to have a second bridge cross the Bay in the northern region. An ideal location is to extend the bridge from Route 702 across to Chestertown. We are looking to purchase a second home in North OC or Southern DE and I dread the thought of commuting across the current bridge and that congestion. The route through DE is no better with the congestion at the DE turnpike toll plaza. Too many MD residents travel out of their way further south than necessary to the current bridge only to drive north again once they cross it. This adds to tunnel congestion and Key Bridge congestion too during peak times.</p> <p>If it is just as environmentally feasible, give the benefit of the crossing to another region.</p>
4/18/2018	E-Mail	<p>Dear MDTA Officials:</p> <p>My wife and I will soon be moving to Ocean City from Virginia, and this crossing issue is important to us. Why no meetings in OC?</p>

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		Thank you for your time and consideration, [Name Removed]
4/18/2018	Web	I am hoping that there will be a new bridge north of Baltimore City. It is desperately needed.
4/18/2018	Web	<p>We are writing you today to express our concerns on a possible Bay Bridge to Kent County Maryland.</p> <p>Yes, spend this money on Education that will benefit the whole rather than a few!</p> <p>NO to a new Bay Bridge.  NO to a new Bay Bridge connecting to Kent County.  NO to excessive infrastructure expenses.  NO to connecting a non-violent community to the heart of Baltimore crime.  NO to traffic created by highway running across rural roads.  NO to destruction to a rural way of life that drew us to this unique community.  NO to rampant unwanted development.  NO to the pollution the run off from the highway would create to the multitude of tributaries that run directly into the bay.  NO to using outdated and inaccurate research to promote the Bridge to the west shore.  NO to more people going to the tiny over crowded beaches across our homeland.  NO to developmental impact of unwanted tourists passing through our quiet community.  NO to additional crowding a beach which is already exceeding current capacity.  NO to silencing our voice on this issue.</p> <p>We will not back down, we will continue to protect the bay, our rural heritage and the future of our community for our children. Please spend this money on educating our children.</p> <p><b>NO BAY BRIDGE TO KENT COUNTY.</b></p> <p>Yes, spend this money on Education that will benefit the whole rather than a few!</p>

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4/18/2018	Web	I would like the new Bay crossing from Chesapeake Beach, MD and Tilghman Island, MD so the people from Washington, DC and south can get across and not jam the already heavily traveled us Rt. 50 around Annapolis, MD. Also, please expand US Rt. 13 on the Eastern Shore so through traffic can avoid Interstate 95 through Maryland.
4/19/2018	Web	I believe a bay crossing at Rt. 100, Around Gibson Island would be a great area to unconjest the original Bay Bridge.
4/19/2018	Web	A northern bay crossing into Kent County would destroy this small country's simple way of life. We are a rural farm based county that does not have the desire to become developed. People come here to enjoy our slower way of life. We are nestled nicely between Philly, Baltimore and Washington DC making us a great quiet get away with easy enough access to air ports. A bridge would demand wider roads, taking land from our farmers. Busier roads will make farm traffic near impossible. Our farmers would be forced out, they would have to sell to developers, in return more houses, more people, this losing our quaint atmosphere. More traffic means more first responders, our fire companies are volunteer and wouldn't be able to handle the added volume. We would have to hire more police. All this negativity impacting our county to benefit those on the western shore. Sure it would be nice to cut travel time to doctors appointments, I just went to Glen Bernie today, but the other effects that a bridge would cause are not worth faster travel once and a while. I liked the idea of a mass or rapid transit system crossing at the narrows and continuing to the beach. That would open up ocean vacations for city residents that don't have personal transportation. It would also elevate beach traffic all the way to the resort towns as well as at them. Year round commuters could us it to travel to work and live in the shore or vise Versa. Also help those on the shore public transportation to hospitals on the western shore. Many people panic driving over the bridge. So give them an alternative systembiver the bay.
4/19/2018	Web	Build a tunnel.  Like they have in Hampton Roads.
4/20/2018	Web	As a long time resident of Kent County, I oppose the proposed bay bridge to this rural county. Such construction wilk destroy what makes Kent County the haven it is.  Kent County is rural, quiet, and provides its residents a low key lifestyle whil having access to metropolitan areas within 2 hours.

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		<p>Kent County has a thriving tourism business throughout the seasons from bicycling, fishing, kayaking, canoeing, and other water sports to hunting for deer, geese, ducks, etc.</p> <p>We are blessed with a thriving Arts community and other cultural opportunities thru Washington College.</p> <p>County Parks and Recreation likewise offers sports, pools, and other activities.</p> <p>The proposed bridge will destroy what makes Kent County the rural paradise it is. The infrastructure will be irreparably destroyed with farmland gone to make roads. With traffic increased to a level of Kent Island. Subsequent consteuction of quick marts, gas stations, etc.</p> <p>The culture of this small county will die...it will become a subsidiary of the Western shore...all to ease traffic over and near the bay at Kent Island, only to come together once more on the roads to the ocean resorts.</p> <p>The price for this convenience to ocean resort goers is at an enormous cost to a small county and communities that mind their own business and enjoy a serene lifestyle. I want my grandchildren to have this quiet paradise.</p>
4/20/2018	Web	<p>I hope the committee is also considering and evaluating the feasibility of another bridge further south to ease the traffic over the current Bay Bridge and give an alternate route when the current bridge or parts are closed. The area from Calvert County to Dorchester County perhaps. This would ease traffic on Rt. 50 and the Annapolis area, especially in the summer and also promote more travel to the Eastern Shore, especially from the Virginia areas. I would love to attend more events on the Eastern Shore but skip going due to the horrible traffic. A third span on the current Bay Bridge would not ease the traffic on roads leading to and from the current bridge. An alternate route would divert some of the cars and trucks coming from the south.</p>
4/20/2018	Web	<p>Kent County would benefit greatly from a bay crossing. We can not keep our young families in the area and need to get with the times. The crossing would increase our property values, reduce travel cost for thousands of eastern shore residence that work on the western shore and bring a much needed boom to our failing economy. I have lived in Kent County my entire life, I have never seen as many small businesses come and go as I have in the past 5 years, its sad. We need this, our youth needs this and our businesses need this! Wake up Kent County!</p>

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4/20/2018	Web	<p>A totally separate bridge needs to be built. Adding another span to the current bay bridge is not a solution. The current problem isn't the bay bridge load, it is trying to get people to the bay bridge. Annapolis and Kent Island are the bottlenecks. Unfortunately, the work currently going on the Severn River bridge will do little to help and in the long run make things worst. The narrow lanes will lead to an increased number of accidents especially on windy days. The other day I was heading east bound on that bridge and it was very windy. An 18 wheel truck in the middle lane was swerving back and forth into the adjacent lanes. When you put inches between vehicles, there will be more accidents. But back to the bridge. A bridge coming off of 4 in southern Maryland crossing the bay there and connecting with the land just south of Cambridge is the best choice. You bleed off the bridge traffic from Northern Virginia, DC, and Southern Maryland thus significantly reducing the traffic on the current bay bridge. Also, you eliminate much of the traffic problems through Easton and Cambridge by doing that. This is my opinion which is also the same recommendation from a number of review boards in the past.</p>
4/21/2018	Web	<p>Why, pray tell, will the "range of corridors not be presented at this meeting"? That comprises 98% of what people want to know. Where might it be? Absent discussion of that, the meeting is largely pointless. Hunch: You're just doing these meetings to avoid the wrath of the public later, right?</p> <p>I grew up on Long Island. There were regular discussions about building a new bridge to Connecticut from somewhere on the Island west of the Throgs Neck Bridge in order to relieve traffic. It would have been as long or longer than the Bay Bridge. Of course, no one wanted it in their backyard and it never happened. For all I know, discussions might still be going on to this day. But the entire discussion came down to one thing -- where will it be? Pre-meetings at which "no formal presentation will be given" are frankly useless.</p> <p>You'll be taking questions? Yeah, I have one. \$5 million for the study? Really? \$5 million. How can I become a government contractor?</p>
4/21/2018	Web	<p>Please build a second bridge! Zone 2 or 3 would be ideal, would reduce traffic everywhere greatly including summer beach traffic which is ridiculous. Would also produce more work for the eastern shore area.</p> <p style="text-align: right;">- [Name Removed]</p>

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4/21/2018	Web	Bring back the ferries! Even if they are only offered during peak hours it would be a very nice way to cross vs the bridge under traffic. It would also be nice for people who are afraid to drive over the bridge. This could be a great alternative for people driving down to the beach as well. I would certainly use them if they existed!
Web	4/21/2018 19:00	I would like to suggest bringing back the ferry system. It is estimated 5,000 Marylanders can't cross the bridge. In addition, it would be less expensive to have a ferry system up and running as opposed to buying property and building an additional bridge. I would certainly use it and enjoy the ride across the bay. Please consider this. I have used many ferries in other states and would love to have that as an alternative to the bridge. One more thought... It would break up the traffic jams during high season or any accidents on the bridge. Thank you for taking time to read my suggestion.
4/21/2018	Web	I feel a quicker and less expensive solution would be to provide ferries to escort people and vehicles to and from the eastern shore. To explain how the system would work would be too lengthy for this method of communication. Please reference the system Seattle, WA currently has in place. They have several islands and peninsulas that the ferries facilitate transport to and their system seems very effective.
4/21/2018	Web	Build the bridge between Chesapeake Beach and Cambridge. That is the narrowest point of the bay . Then Washington and Northern Virginia could use that bridge.
4/21/2018	Web	A ferry system would be great?? idea to help the bay traffic and not as much expensive as building another bridge
4/21/2018	Web	At the very least, we need a third bridge that is 3 lanes in between the existing two bridges. This would allow for three lanes of traffic going in both directions and a "spare" bridge for construction or accidents/jumper to which traffic could be funneled. Also, in the busy times, it would be possible to expand to 4 lanes of traffic for one direction and the other having three lanes. In the 4/3 configuration, the middle bridge could have two way traffic with a lane open between the two. Traffic runs slow enough on the bridge that the extra lane could easily filter back to three.  I also believe that a bridge with two way traffic should be constructed farther down south. Cambridge seems to be the prevailing location on the eastern shore, so the corresponding location on the western shore should be good. Any critters found in the water could be moved and the environmental impact should be weighed with the additional gas required and extra wear and tear on vehicles that have to travel up to the current Bay Bridge.
4/22/2018	Web	Build another span! Please! We need the business and visitors.

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4/23/2018	Web	<p>With estimated traffic projections and considering that cargo bound for the eastern shore can be delayed due to current traffic conditions, something clearly has to be done to accommodate the present and future issues.</p> <p>Personally I like the idea of a light rail that would run from the nearest AMTRAK station to Ocean City, following State Route 50. The families taking the rail would lower the number of cars crossing the current bay bridge. As an economic incentive, the trains going in to the DC/Baltimore area would open up opportunities to folks on the eastern shore in taking higher paying jobs across the bridge without the need for a car.</p> <p>For cargo purposes, I would suggest MDOT/MAA invest in regional airports through public/private partnerships to encourage cargo based companies (USPS/UPS/Fed-Ex/Amazon) to bring packages to the eastern shore by air. The SBY Regional Airport would suffice for this purpose and I am sure would be glad to accommodate. By removing larger cargo trucks from the traffic it will improve both flow and safety on the current bridges.</p> <p>Lastly, I think a consideration should be made for connecting St. Mary's County with either Dorchester or Wicomico, maybe even Somerset. It'd give the Kent Island/Queen Anne's County folks a break and provide a potential economic boon to the lower counties. I could imagine something similar to the Monitor-Merrimac Memorial Bridge Tunnel located down in Virginia.</p>
4/24/2018	Web	<p>I have serious concerns about the impact that a Bay Bridge in Kent County would have on our landscape, including our wetlands and waterways. The delicate rivers, creeks, and marshes of Maryland's Eastern Shore are impaired by sediment and nutrient pollution. Recently, however, we are encouraged by signs of improvement. A new Chesapeake crossing and related development would reverse these positive trends by increasing pollutant loading in our waterways from stormwater runoff, septic and sewage, air emissions, and litter. Please reconsider this option and develop alternatives to meet the problems of congestion at the current Bay Bridge on Kent Island.</p>
4/24/2018	Web	<p>Can someone explain to me the logic of proposing, studying and planning a billion plus dollar bridge project when the state of Maryland is not capable of maintaining the bridges it has. There are over 60 bridges in this state that are deficient and have been that way for several years with many more moving in that</p>

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		direction. The claim is there is insufficient money to fix the deficient bridges so it is mind boggling that somehow there is money to build a new one across the bay. Please do not feed me some budgeting nonsense because in the end this is the peoples money and all elected and paid government workers should stop wasting it. Please explain this to me.
4/24/2018	Web	<p>The Bay Bridge congestion cannot be resolved by adding a new bridge due to the timeliness of a multi-million dollar study, then the environmental study and approval and then the constructions- 10 years easy! In a previous study (US 50/301 WILLIAM PRESTON LANE JR. MEMORIAL (BAY) BRIDGE LIFE CYCLE COST ANALYSIS, December 2015, MARYLAND TRANSPORTATION AUTHORITY, page I.) the forecast for 13 miles ques will be present in 2028. That is 10 years from NOW.</p> <p>The solution is to restrict the bridges TOTALLY for m semi-tractor trailers. All freight in and out of the Delmarva should be processed at SBY Regional Airport. Our airport has a new extension that will provide the capability for B-757 coast to coast in 20121. Currently, the airport can handle B-757 to Louisville and Memphis with a max payload- these are the hubs for UPS and FEDEX.</p> <p>We are requesting FAA AIP funding for the runway extension and a new cargo ramp to facilitate multiple B-757. The States would be better served to invest in the Hangar and sort facility for UPS/FEDEX and stop freight deliveries to and from BWI and PHL. The White Paper below was provided to Governor Hogan and his staff for consideration.</p> <p style="text-align: center;">White paper on the importance of the Salisbury Regional Airport</p> <p style="text-align: center;">to 1) Delmarva disaster response, and</p> <p style="text-align: center;">2) Delmarva air cargo/passenger operations.</p> <p>1) The Salisbury-Ocean City: Wicomico Regional Airport (SBY) is located 4 miles southeast of Salisbury, Maryland on the Delmarva (Delaware, Maryland, Virginia) Peninsula. SBY is a public-use, commercial airport with 6,744 scheduled airline operations, 13,675 military aircraft operations, and 22,862 general aviation</p>

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		<p>operations per year.<sup>1</sup> It is the home to American Airlines subsidiary, Piedmont Airlines, and it hosts a FedEx cargo facility/operation. It is one of only two commercial airports and it has the second largest runway of all the public use airports on the Delmarva Peninsula. Because of its central location, its load-bearing runways and taxiways, and its system of hangars and support facilities, SBY is the only airport serving over one-million people on the Delmarva Peninsula that can adequately host disaster relief efforts if needed.</p> <p>Airports play the major role in disaster relief efforts: Receiving aid, Dispatching aid, Quarantine (initial), Helicopter base for rescue and reconnaissance, Logistics hub “ intermodal terminus, Communications - node or backup, Backup Emergency Operations Center, Security area, and Evacuation.<sup>2</sup> Not limited to aviation-related disasters; airport response categories include Natural disasters, Accidents, Pandemics, Civil disturbances, Terrorism, and War.<sup>3</sup> Regarding Gulfport, Mississippi and hurricane Katrina, Mayor Brent Warr said, "Our highway infrastructure had been destroyed, the Port had suffered catastrophic damages and the rail system was inoperable. Our airport was the primary source for receiving aid and materials. Without the airport's quick turnaround, we would have been cut off from the world and the much needed assistance that we needed to survive."</p> <p>Maryland has a disaster response plan which provides, within 30 days of the disaster, [Maryland will] restore access to 100% of impacted State-owned roads, bridges, and tunnels. This presents a problem to the over one-million people on the Delmarva Peninsula in that response is needed faster than 30 days. Further, the Virginia Emergency Operations Plan provides that, Grocery stores and other food outlets should be able to resume normal operations within several days once road access and</p> <p>1 <a href="http://airnav.com/airport/KSBY">http://airnav.com/airport/KSBY</a></p> <p>2 AVIATION CRITICAL INFRASTRUCTURE, AIRPORTS &amp; CATASTROPHES, Jim Smith, PhD, P.E., American Public University System, Smith-Woolwine Associates, Inc., slide 16.</p> <p>3 Id. slide 8</p> <p>4 Id, slide 29, quote by Brent Warr, Mayor, City of Gulfport.</p> <p>5 State of Maryland Disaster Recovery Operations Plan (SDROP), FINAL DRAFT V.2, August 13, 2014, page</p>

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		<p>13.</p> <p>electric power have been restored. However, road access remains problematic post-disaster when bridges have to be re-built and tunnels reopened. SBY potentially has the capacity and capabilities to provide this interim, and longer, recovery/relief response in the event the Delmarva access roads are closed.</p> <p>Another problem with the remoteness of Delmarva is its connection to the mainland. Traffic capacity is presently strained crossing the bridges. The Joint Legislative Audit and Review Commission of the Virginia General Assembly report on The Future of the Chesapeake Bay Bridge-Tunnel to the Governor and the General Assembly of Virginia dated 2003 found that new tunnels will be needed after 2020, when traffic is more likely to justify the additional capacity that would be provided by the new tunnels. Up the Eastern Shore Chesapeake Bay coastline the traffic congestion problems are the same or worse. Regarding the Chesapeake Bay Bridge (Gov. William Preston Lane, Jr. Memorial Bridge) [t]he traffic analysis shows that without additional capacity by 2040 there will significant queues every day of the week during the summer months. Daily queues in the eastbound direction could extend up to 13 miles. Daily westbound queues could extend three miles and Sunday queues could extend up to 14 miles.</p> <p>And, again, this addresses normal bridge traffic. Evacuation [in the event of a disaster] would be a nightmare in Delaware. One main bridge connecting Delmarva to the mainland is on Delaware Highway 1 from Dover to Wilmington and it closes when winds reach a sustained 50 miles per hour. Delaware's other critical north-south corridor bridge over Indian River is another evacuation nightmare. The north and south approach roads typically flood, making the road impassable, even in modest storms. Timely evacuation in [a hurricane] would be nearly impossible given the limited road infrastructure and lack of options for exiting the peninsula.</p> <p>SBY is ideally located on the Delmarva Peninsula to be a FEMA Disaster Staging Area. It is centrally located - it is 90 miles from SBY to the Virginia Chesapeake Bay Bridge and Tunnel System and 90 miles to the Chesapeake and Delaware (C&amp;D) Canal. Ocean City s 25 miles to the east of SBY and the Chesapeake Bay lies 25 miles to the west. SBY has four million square feet of area suitable for truck/trailer, bus and mobile home staging</p> <p>6 <a href="http://www.vaemergency.gov/wp-content/uploads/drupal/2012_COVEOP_2015_July.pdf">http://www.vaemergency.gov/wp-content/uploads/drupal/2012_COVEOP_2015_July.pdf</a></p>

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		<p>7 JOINT LEGISLATIVE AUDIT AND REVIEW COMMISSION OF THE VIRGINIA GENERAL ASSEMBLY report on The Future of the Chesapeake Bay Bridge-Tunnel TO THE GOVERNOR AND THE GENERAL ASSEMBLY OF VIRGINIA dated 2003, Page 41.</p> <p>8 On July 15, 2016, the Chesapeake Bay Bridge and Tunnel Commission passed a resolution to accelerate the construction of an additional tunnel. The Parallel Thimble Shoal Tunnel Project will construct a new two-lane tunnel under Thimble Shoal Channel beginning October 2017 with a completion date of October 2022. <a href="http://www.cbbt.com/parallelthimbleshootunnel/">http://www.cbbt.com/parallelthimbleshootunnel/</a> However, there are no current plans to expand the two-lane Chesapeake Channel Tunnel. <a href="http://www.cbbt.com/whats-new/projects/">http://www.cbbt.com/whats-new/projects/</a></p> <p>9 US 50/301 WILLIAM PRESTON LANE JR. MEMORIAL (BAY) BRIDGE LIFE CYCLE COST ANALYSIS, December 2015, MARYLAND TRANSPORTATION AUTHORITY, page I.</p> <p>10 'Evacuation would be a nightmare in Delaware. 'The News Journal' Delaware online. October 7, 2016.</p> <p>11 Id.</p> <p>12 <a href="http://smartgrowth.umd.edu/assets/documents/rcp/eastern_shore_guidebook_section.pdf">smartgrowth.umd.edu/assets/documents/rcp/eastern_shore_guidebook_section.pdf</a>, page 31.</p> <p>that includes 500,000 square feet of asphalt surface. SBY has suitable hangar space to stage FEMA resources. The SBY staging area will allow FEMA and federal partners to proactively stage commodities closer to areas affected by the severe weather or disaster, allowing supplies to be quickly moved throughout the Delmarva Peninsula, should they be needed and requested.</p> <p>One answer to solve the challenges of providing disaster response capabilities to Delmarva in light of the tunnel and bridge constraints is to ensure that SBY has the capacity and capabilities to support major disaster relief operations. Presently, SBY has two runways that are 6,400 feet and 5,000 feet, respectively, in length. Its main runway is presently stressed to accommodate heavy weight transport aircraft Boeing 757, Airbus 321, Military C-17 and C-130). The military aircraft available to FEMA for delivery of disaster supplies. However, the runways lack the length to allow heavy weight takeoffs. A fully loaded Boeing 757 with RB211-535E4-B engines would require a take-off field length of 6800 ft.<sup>13</sup> Therefore, in order to allow safe heavy</p>

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		<p>weight takeoffs necessary for aircraft that support disaster relief operations SBY would need to extend its main runway to 8,000 feet.</p> <p>2) SBY Regional Airport is strategically located to participate in a cargo/freight distribution system to benefit the Delmarva Peninsula. Presently, there are small air freight distribution system airports located throughout the Delmarva but there is not a freight sorting hub that is vitally necessary to the region. This fact becomes more critical when considering that the number of Delmarva establishments in freight intensive industries is projected to grow from 2,539 in 2010 to approximately 30,339 in 2040.<sup>14</sup></p> <p>By 2040, the freight network is projected to transport an additional 152,279.88 kilotons (KTons) per year worth approximately \$483,856.92 million into, out of, and within the study region.<sup>15</sup></p> <p>For the airports shipping/receiving more than 10,000 pounds of freight, the major freight carriers were UPS and FedEx. Both major freight carriers operate on a hub and spoke system. The UPS and FedEx regional air hubs that serve the entire study region are in Philadelphia, PA.<sup>16</sup></p> <p>The following tables further explain the freight/cargo growth of the Delmarva region.<sup>17</sup></p> <p><sup>13</sup> <a href="http://www.b757.info/boeing-757-200-specifications/">http://www.b757.info/boeing-757-200-specifications/</a></p> <p><sup>14</sup> Regional Freight Transportation Study, For the Delmarva Peninsula, Conducted for the Maryland Department of Transportation. Conducted by BEACON, Franklin P. Perdue School of Business, Salisbury University, and October 2010. P.3-3.</p> <p><sup>15</sup> Id. p.4-1</p> <p><sup>16</sup> Id. p.7-7</p> <p><sup>17</sup> Id. Table 34, p.7-34; Table 36, p.7-38.</p> <p>Key: MPO- Metropolitan Planning Organizations.</p>

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		<p>DVRPC - Delaware Valley Regional Planning Commission.</p> <p>HATS - Harrisburg Area Transportation Study.</p> <p>TCRPC - Tri-County Regional Planning Commission.</p> <p>COG - Council of Governments.</p> <p>UPS is a major company providing package delivery service to the Delmarva Peninsula. UPS utilizes the Boeing 757 aircraft and that aircraft makes up the majority of the UPS fleet. As of 2016 UPS operated 75 Boeing 757-200PF out of its fleet of 236 aircraft. This surpasses its next fleet size of Boeing 767's by 16 aircraft.<sup>18</sup> Likewise, FedEx has 135 Boeing 757s that make up the majority of its fleet.<sup>19</sup> As set forth above, a fully loaded Boeing 757 would require a take-off field length of 6800 ft.<sup>20</sup> In order for SBY to attract vitally necessary cargo airlines such as UPS and FedEx, we would need to lengthen our existing runway of 6,400 feet to 8,000 feet. In addition, SBY presently does not have a ramp dedicated to cargo operations. It is estimated that a 500,000 square foot cargo ramp would be necessary to support future cargo/freight operations at SBY.</p> <p><sup>18</sup><a href="https://pressroom.ups.com/pressroom/ContentDetailsViewer.page?ConceptType=FactSheets&amp;id=1426321565529-534">https://pressroom.ups.com/pressroom/ContentDetailsViewer.page?ConceptType=FactSheets&amp;id=1426321565529-534</a></p> <p><sup>19</sup> <a href="http://www.airfleets.net/flottecie/Federal+Express.htm">http://www.airfleets.net/flottecie/Federal+Express.htm</a></p> <p><sup>20</sup> Id. fn.9</p> <p>Detailed regional access planning is needed to prepare for continued freight operability and resiliency.<sup>21</sup> SBY is on the forefront in such preparation. The Airport's Master Plan includes a runway lengthening project and a cargo ramp construction necessary to meet the future demands of disaster recovery and air cargo operations in the Delmarva region.</p>

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		<p>As a footnote to this section we would like to add that lengthening our primary runway to 8,000 feet will also facilitate safer and greater passenger operations. Currently Piedmont Airlines operates up to six flights a day from SBY to Philadelphia (PHL) and Charlotte (CLT) served by Bombardier Dash-8 (DHC-8-100 and -300) and Embraer ERJ-145 aircraft.<sup>22</sup> The ERJ-145 Regional Jet presently operates on the existing runways at SBY. However, the ERJ-145 is weight limited on hot days. This limits the airlines ability to operate to locations more distant that CLT. Lengthening our runway to 8,000 will solve the problem of weight-limiting our passenger aircraft.</p> <p>SBY does not possess the monetary resources at this time to begin runway lengthening construction. Funds are available from, among others, the Federal Aviation Administration though it's Airport Improvement Program (AIP). The AIP provides grants in the form of entitlement funding and discretionary funding to public-use airports for, among other things, construction of runways, taxiways, and aprons (ramps). SBY is eligible for AIP discretionary funding and has made application to the FAA for funding to support the lengthening of Runway 14/32 and the construction of a cargo ramp. However, assistance is needed from our local, state, and federal government officials to ask the FAA to consider the request for AIP funds by SBY. It has been calculated that approximately \$45 million would be required to extend the runway and build the cargo ramp. SBY and the Maryland Aviation Administration will provide a portion of the matching funds and the bulk of the funds would be provided by the FAA through AIP discretionary funding.</p> <p>Wicomico County is seeking assistance from its State and National legislative representatives and executive heads. This support is critical in convincing regulatory agencies and governmental bodies that grants, funds, and legislation are necessary and required to allow SBY to provide the business services and life-saving abilities to the Delmarva region. The SBY Regional Airport and Wicomico County is most appreciative of any such assistance.</p> <p><sup>21</sup> Regional Freight Transportation Study. P.7-1.</p> <p><sup>22</sup> Piedmont Airlines, who is a wholly owned subsidiary of American Airlines, announced that the transition from Dash-8 turbo-prop aircraft to the ERJ-145 Regional Jet will be completed by March, 2018.</p> <p>Master Plan Update</p>

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		<p>The last update to the SBY Regional Airport Master Plan was 1993. During that update, recommendations were made to extend the primary runway 14/32 to 7000. FAA denied the request due to non- existing operational aircraft needs. Again, in 2014, the same request was made based on the proposed aircraft operations by Piedmont Airlines dba American Eagle- EMB 145. The EMB-145 requires 7800 to fly one-stop with a full payload. May 2017 Piedmont Airlines dba American Eagle lunch new their operations with the EMB-145 aircraft. They are operating with restricted payloads when the temperature is above 88°F due to the lack of FAA approval. We are requesting in our 2018 Master Plan Update the same request but the new length will be 200 longer to accommodate B757 aircraft for our future operations. We need support to ensure SBY Regional Airport is not again a victims of a short-side FAA.</p> <p>Formatted: Underline</p>
4/26/2018	Web	<p>The most logical place to put a new bridge / tunnel is from the Cove Point area to Taylor's Island. Calvert County has route 2/4 which could be upgraded to eliminate traffic lights. It is the closest to Northern Virginia and the D.C. area, an extremely large population area and a generator of a great deal of Route 50 traffic. On the Eastern Shore, Route 16 exists and could be upgraded. Cambridge and Route 50 are not all that far from Taylor's Island. Connecting to Route 50 just south of Cambridge could bypass some of the more congested areas.</p>
4/26/2018	Web	<p>Although there is an organized opposition to a bridge to Kent County, most probable location at Tolchester, I as a Rock Hall resident would see great benefits to such a bridge. Health care is a major problem in Kent County and such a bridge to Baltimore would make the wonderful facilities available. This alone would be sufficient reason to have the bridge here.</p>
4/28/2018	Web	<p>The capacity of the existing Bay Bridge could be significantly increased by removing the existing toll booths, using photographic technology to record tags, and reducing the lanes in the approaches to the bridge to two, so that no merging delays occur. This is not new technology, I've experienced it while driving in England, at the Thames Crossing bridge about 25 miles east of London and in entering London, where every entering vehicle is photographically tagged for the congestion charge. The existing rush-hour situation at the East bound approaches to the bridge is chaotic, with massive wastes of time and fuel, and a lot of air pollution.</p>