1	MARYLAND DEPARTMENT OF ENVIRONMENT
2	BALTIMORE, COUNTY, MARYLAND
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4	THE MATTER OF: *
5	FRANCIS SCOTT KEY BRIDGE *
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9	HEARING
10	August 1, 2024
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13	HEARING OFFICER: TAMMY ROBERSON
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20	Reported by: Jeffrey Elam
21	Transcription Service By: CRC Salomon

Page 2 Page 4 1 1 hearing. At that point, we will start taking public PROCEEDINGS 2 2 _____ comments. 3 3 MR. BING: Okay, we're going to get started. I would now like to introduce Tammy Roberson, Good evening, everyone. My name is Andrew Bing and I'll Deputy Program Manager Wetlands and Waterways Protection Program of the Maryland Department of the Environment. 5 be the facilitator for tonight's public hearing. A few MS. ROBERSON: All right, thank you. Good 6 quick announcements, this hearing is for the demolition of the remaining Francis Scott Key Bridge structures. evening. Again, my name is Tammy Roberson and I am the 8 The rebuild of the replacement bridge will be reviewed 8 Deputy Program Manager of the Wetlands and Waterways under a separate Title Wetlands License Number and Water Protection Program within the Watering Science Qualification Certification Number. 10 Administration at the Maryland Department of the Environment. I will be the Hearing Officer for tonight's 11 Comments related to bridge replacement will 12 need to be made during the Public Notice Period or the public informational hearing. Also, in attendance from 13 Public Hearing associated with the rebuild. That public the Department are Heather Hepburn from Tidal Wetlands 14 hearing is scheduled for September 17, 2024. If you 14 Western Region Chief and Matt Wallach, Title Wetlands 15 Division Project Manager. I would like to welcome would like to comment for the rebuild of a new bridge, 16 16 please submit your comments during the Public Notice everyone here this evening and thank the Baltimore County Public Library North Point Branch for the use of their Period or at the September 17th Hearing so the department 18 18 facility tonight. can properly review your comments. 19 19 Just so everyone knows, the restrooms are At this time, I would like to acknowledge any ²⁰ directly out through that back door there. You'll see a 20 elected officials who may be present here this evening. 21 If you are an elected official, or representing an sign that says restrooms. Page 5 Page 3 1 And we do have colleagues from the American elected official, please raise your hand now to be Sign Language who will be signing interpretation upfront recognized. 3 3 here. MR. LONG: Yes, hi. I'm Delegate Bob Long. 4 Please make sure you have signed in tonight. I'm incognito today. I'm a State Legislator and this is This will make sure that everyone is provided updates as my -- our district down here, that's why I'm down here to this process moves forward. And if you would like to find out what's going on. sign up to provide a public comment, you need to let the MS. CROUCH: Hi, good evening, everyone. My 8 person at the sign-up table know. name is Erica Crouch, I'm here tonight on behalf of 9 This hearing is being live-streamed and County Executive Johnny Olszewski, Jr. I am with his ¹⁰ recorded. If you are here for informational purposes and Office of Community Engagement as the Outreach Coordinator for this area. Thank you. do not wish to comment, or you are unable to stay for the 12 entire hearing, you have the opportunity to view the 12 UNIDENTIFIED FEMALE: Representing Director 13 livestream of this video from home or watch the recording Rashad Singletary, Director of Neighborhoods for 14 at a later time. The comment sheets located at the front 14 Baltimore City. desk has information to locate the livestream and 15 MS. PETERSON-MOORE: Okay. Good evening, ¹⁶ recording of this hearing. everyone I'm Dana Peterson Moore, I am here on behalf of 17 17 We will start with a welcome and some Mayor Brandon Scott, Baltimore City. introductory comments by the Maryland Department of the 18 HEARING OFFICER ROBERSON: Thank you for ¹⁹ Environment. We will then have a brief presentation from 19 attending this hearing, and we will be hearing your the Applicant, the Maryland Transportation Authority. testimony shortly if you do plan to speak. If there is

And finally, I will review the ground rules for this

anyone who has not signed the attendance sheets please do

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so before you leave tonight. These sheets will be used ² to notify you of MDE's final decision and provide you with a copy of the hearing report and will be also used 4 to identify those of you who wish to make a statement at ⁵ tonight's hearing. Those statements will be heard at the 6 conclusion of the applicant's presentation. The attendance sheets will also be provided to the Board of 8 Public Works for use in its review process. As a courtesy, please turn off all communication devices, or 10 place them in silent mode.

11 We are conducting a public informational hearing pursuant to Subsection 5-204 of the Environmental Article Code of Maryland Regulations. The purpose of this public informational hearing is for the applicant to present the proposed project and Tidal Wetlands impact 16 that may be associated with the proposed activity as well as any impact to water quality. In addition, the hearing provides the Department with an opportunity to solicit additional information from interested persons. This 20 hearing is not a contested case hearing under Maryland's Administrative Procedure Act. It is a public hearing for

Page 8 Constitution, the Board is the sole body with authority over State Property, including State Tidal Wetlands.

3 In its proprietary authority, the Board has the right to grant a third party a license to construct or conduct an activity in State Tidal Wetlands. According 6 to Section 16-202 of the Environment Article, the Secretary of the Department shall assist the Board in determining whether to issue a license to dredge or fill State Wetlands. The Secretary shall submit a report indicating whether the license should be granted, including any recommended terms, conditions, and consideration after consultation with applicable federal, state, and local entities. Issuance of sufficient public notice and conducting any requested hearing, consideration of any public comments received, and 16 consideration of any other information the Secretary thinks advisable. In making its decision, the Board is guided by the public policy of the state, considering applicable ecological, economic, developmental, recreational, and esthetic values to preserve Tidal Wetlands and prevent their destruction.

water quality certification.

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While I want to stress the fact that we are here to share information, we will have some structure to the hearing in terms of the order and length of the various presentations. Please be advised that it is not necessary to read a statement to make it part of the official record. Written comments will also be accepted and receive the same consideration as any oral statements. In fact, for accuracy, if you have written comments to read into the record, please provide a copy of those comments before you leave. This hearing is being recorded.

12 13 The statutory authority for issuance of a Tidal 14 Wetlands License is Title 16 of the Environment Article 15 Annotated Code of Maryland as implemented under COMAR 16 Section, 23.02.04 and Subtitle 26.24. A State Tidal 17 Wetlands License, is issued by the Board of Public Works, consisting of the Governor, State Treasurer, and Comptroller of the State of Maryland, based upon a report and recommendation submitted to the Board by the Department. In accordance with the Maryland

I will now read briefly from the regulations so that it is clear how we are going to proceed.

given an opportunity at the Informational Hearing to

An applicant and any interested person shall be

present facts and make statements supporting or opposing the license. The hearing is not a contested case hearing under Maryland's Administrative Procedure Act. The order of the presentation is determined by the Hearing Officer and may be conducted as follows: introduction of the activity and participants by the Hearing Officer; presentation of the proposed project by the applicant; statements by public officials; statements by the public; and then closing the public informational hearing by the 14 Hearing Officer.

The Hearing Officer has the authority and duty to conduct a full and fair Public Informational Hearing Act to avoid unnecessary delay and to maintain order; regulate the course of the hearing and the conduct of the participants; extend the time period for providing supplemental written comments or information for 21 inclusion in the hearing record; and rule upon a request

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for a continuance of the hearing.

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2 At the close of the public comment period, the Hearing Officer shall prepare an official record of the Public Informational Hearing and comments. It is also the responsibility of my office to evaluate requests for 6 water quality certification. Under Section 401 of the Clean Water Act, which requires Maryland, as the certifying authority, to determine whether the discharge associated with the U.S. Army Corps of Engineers permit application 2024-6096 M46 complies with the state's water quality standards. The department's authority is found 12 in Subtitle 9 of the Environment Article. Each 13 certification request received through our regulatory program has specific and unique issues and impacts that 15 must be considered with regard to Maryland's water 16 quality standards. The Department is neither a proponent nor opponent of any project.

In summary, the Maryland Department of the Environment is conducting a Public Informational Hearing ²⁰ for State Tidal Wetlands Applications 24-WL-0607 and 24-WL-0653, submitted on June 11, 2024, and Clean Water Act

Section 401 Water Quality Certification request 24-WQC-0022 which was requested May 31, 2024. The application requests the demolition of the stable standard structures comprising the remaining Francis Scott Key Bridge in preparation for the bridge construction. The demolition will consist of two phases.

The first phase authorized in July under 24-WL-8 0607EX as an emergency authorization. Allows for the 9 mechanical removal of the remaining parapet, median, 10 deck, and six remaining girders that are over water. The material will be removed by both truck and barge. This 12 first phase of the project includes the placement of up 13 to 136 diameter temporary piles, three temporary buoys, 14 up to six soil borings, geotechnical investigations, and 15 the following temporary investigative in-water tests: 14 16 test piles, six drill shaft tests, and six static load 17 tests.

18 The second phase, 24-WL-0653, will include the 19 removal of the remaining four protective barrier structures and bridge pier structures, both above and below the water line. This removal will consist of both

Page 12 mechanical means and the use of blasting. Subaqueous

² blasting and blasting above the water line will be used

on the remaining 11 in-water piers -- Pier's 14 through

4 24, and four dolphins. The existing dolphins and piers

⁵ will be removed to two feet below the mud line. The

6 material will be removed via barge with both clamshell

and excavators and will include the removal of buried

pier segments and associated structures. The project

will result in 8.29 acres of temporary impacts to the

Patapsco River. 10

11 The purpose of this removal of the remaining Francis Scott Key Bridge structure will allow for the planning and eventual construction of a replacement 14 bridge at this location. There may be additional concerns related to issues that are beyond the scope of 16 this particular hearing. I ask that this hearing remain focused on issues associated with the Tidal Wetlands License Application and request for the Water Quality Certification for the demolition of the Francis Scott Key ²⁰ Bridge. The rebuild of the replacement bridge will be

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and Water Quality Certification Number. Comments related

reviewed under a separate Tidal Wetlands License Number

to bridge replacement will need to be during the Public

3 Notice or the Public Hearing associated with the rebuild.

The Public Hearing for the rebuild is scheduled for September 17, 2024. If you would like to comment for

the rebuild of the new bridge, please submit your

comments during the public notice period for the

September 17 Hearing so the department can properly

review your comments.

MR. BING: Thanks, Tammy. Next, we will hear from Brian Wolf with the Maryland Transportation Authority. Brian's going to provide a short presentation of the project. After that, we will move on to the public testimony. Brian.

MR. WOLF: Thank you, Andrew. Again. My name 16 is Brian Wolf, I'm the Director of Project Development with the Maryland Transportation Authority. The Francis Scott Key Bridge was a 1.6-mile-long steel truss bridge built between 1972 and 1977 on the lower Patapsco River. The Key Bridge was struck by a cargo ship back in March of this year, resulting in the collapse of the bridge.

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The Maryland Transportation Authority has identified the demolition of the remaining portion of the bridge, along with some preliminary engineering studies, as critical path items leading to the rebuild of the Key Bridge and we have submitted permit applications to authorize 6 impacts associated with those activities. 7

Next slide. So, demolition and preliminary engineering studies have been split into two phases for the permitting purposes. The first phase, which received emergency authorization from MDE, includes the demolition 11 activities shown in green on the slide. The elements 12 include mechanical removal of the parapets and median 13 barrier along with the roadway deck over water and land, mechanical removal of the girders and frame, steel 15 framing over the water and removal of the girder spans 16 and piers on land, using explosives to demolish them and drop them down to the ground.

18 Next slide. The first phase also includes 19 preliminary engineering studies, requiring authorization, 20 and that includes soil borings for sampling the materials 21 in the river, pile installation for pile load tests,

possible drilled shaft tests, and static load tests for those foundation elements. And that'll be work conducted 3 from barges and temporary work platforms, as you see here on these sketches. This phase also includes the 5 installation of some temporary piling that may be needed to position those barges in place for these operations.

The second phase of the demolition includes 8 removal of the remaining piers in the water, as well as 9 the dolphin systems that are adjacent to the bridge piers 10 as you see here in this slide. The red hatching just shows the limits of that removal. We will be taking the piers down to two feet below the mud line in the river, and we are working with the agencies to permit this 14 through explosive demolition. That will allow the material to drop down to the river bottom, at which point 16 we will remove the material using clamshell-type buckets 17 to remove that off the river bottom to reduce our 18 impacts. MDTA is committed to rebuilding the Key Bridge 19 as quickly as possible, while we're minimizing impacts to 20 the aquatic resources.

MR. BING: Thank you, Brian. So, we're going

to start public testimony briefly. I'm just going to go

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² over some ground rules right now. The purpose of this

public hearing is to allow interested parties to provide

public comments related to the demolition of the stable-

standing structures comprising the remaining Francis

6 Scott Key Bridge. My role as the Hearing Facilitator is

7 to run a professional and orderly public hearing. I

8 understand how important these issues are, and I take my

role as Hearing Facilitator seriously. I'm committed to

providing members of the public an opportunity to provide

comments in an organized, fair, professional, and orderly

12 manner.

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to listen.

13 We look forward to hearing your perspectives, 14 but please be courteous of all speakers and understand that offensive or profane language will not be allowed. 16 We are interested in hearing comments related to the demolition of the stable standing structures comprising 18 the remaining Francis Scott Key Bridge from all interested individuals. Again, neither nor the panelists will respond to any questions or comments -- we are here

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Please remember that we are recording this hearing, so speak directly and clearly into the

microphone and provide your full name, address, and any

organization you may be representing. To ensure all will

be heard, there will be a three-minute time limit for

6 public testimony and a five-minute time limit for elected

7 officials and anyone representing an organization or

8 community. The time will start after you introduce

yourself. I will remind you when you have 30 seconds

remaining so you can begin to wrap up your testimony. As

the Hearing Facilitator, if you're unable to conclude

12 your comments at the end of your time period, I will end

your testimony and move on to the next person, but I will

give you plenty of time to wrap up your comments.

Also, this hearing is being live-streamed and ¹⁶ recorded. If you are here for informational purposes and do not wish to comment, or you are unable to stay for the entire hearing, you have the opportunity to watch this 19 live stream of the video from home or watch the recording at a later time. And the comment sheets that are located at the front desk have information to locate the live

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stream and the recording of this hearing.

Okay, so first we're going to start with any elected officials who have indicated that they want to ⁴ provide testimony. Again, you will have five minutes to provide your comments. So, I was given a card for one 6 elected official who wishes to provide testimony. That's Robert Long, House of Delegates, District 6, Baltimore County. Delegate Long, as you come up, you got the microphone there. If you could just state your name, spell your name, who you're representing, and then you 11 can start your comments.

MR. LONG: Delete Bob Long - L-O-N-G. I represent the 6th Legislative District, which is this district down here. I'm here today concerned just to see what we can do to help facilitate this process to go 16 through as smoothly and fast as possible. With the Key Bridge collapsing, it has been put a lot of stress on a 18 lot of people down here. It was a main artery for us down here. The only question I have -- I have a couple ²⁰ of questions. Luckily, your staff answered a lot of my questions. So, you're following a state joint wetland --

Page 19 MR. BING: Delegate Long, as you're starting, I'll give you -- we're not going to be able to respond to any questions right now.

MR. LONG: Okay.

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MR. BING: So, you can ask a question, but we're not going to be in a position to respond.

MR. LONG: Well, I don't have any questions, 8 but I just want to let people know that I'm here, that 9 I'm concerned. We want to make sure that this is done in ¹⁰ a timely manner as possible. Anything we can do, please let us know. Thank you.

MR. BING: Thank you. Any of the other elected officials or representing elected officials that would 14 like to make comments at this time? Okay, we're going to move on to the -- Oh.

MR. METZGAR: I'm a short guy.

17 MR. BING: There you go. If you could just 18 introduce yourself.

19 MR. METZGAR: Sure.

MR. BING: I assume you're elected official.

MR. METZGAR: Yes.

MR. BING: Sorry, that I don't recognize you,

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but go ahead and state your name, and who you represent.

3 MR. METZGAR: Once you see me, you never

forget. State Delegate Rick Metzgar, District 6. I'm

⁵ here in support. I'm here to see that we follow the law,

6 be as transparent, do everything above board, and make it

as is, just as clean as possible. Our Chesapeake Bay is

very vital to us, and we need to make sure we take care

of that. And whatever I can do to assist -- Delegate

Rick Metzger, I'm here to help. God bless.

11 MR. BING: Okay, thank you Delegate. Again, 12 any other elected official? Oh, go ahead. Sorry.

13 MR. SAILING: Hi, I'm Senator Johnny Ray 14 Sailing. J-O-H-N-N-Y R-A-Y S-A-I-L-I-N-G. Thank you.

15 MR. BING: Representing which?

16 MR. SAILING: I represent the 6th District of 17 Baltimore County, right here. I represent this area.

18 MR. BING: All right. Can we lift that up a

19 little bit.

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MR. SAILING: Thank you. Ditto to what the

delegates have said. But more importantly, you know, the

people are here for a very good reason. They want all

the information that is given. They want it all. We

need it all. We want to make sure that they have a

voice. It's important to let them have the voice. I'm

5 their Senator, but these are my constituents, and it's

6 really important for them to have a voice and be a

participant as a part of this.

8 From the start, we've worked with our

all others in our federal and our state and our local

partners, but we want to work with you too. And if

anything that we can do as a Senator and as Delegates and

Transportation Department, the state, the governor, and

as constituents, we have Wise people here from Turner

14 Station, from all over Wise Avenue right here, Albert,

all over Dundalk and Essex, and they're really good

people, and they know the area very well. So, I believe

17 having that as a benefit for you is a benefit for us all.

18 I want to thank you for this time. God bless.

19 MR. BING: Thank you, Senator. Okay, any other

elected officials? Okay, I'm not seeing anyone, so we're

going to move on to --

Page 22 Page 24 MS. PETERSON-MOORE: I've been encouraged to mentioned that you're only going to go down two feet just speak. I just wanted to reintroduce myself. I'm below the ground level for removing the debris. My Dana Peterson Moore here on behalf of Mayor Brandon Scott concern is in visualization that all matter should be from Baltimore City. Just wanted to just put on the taken and removed so that there is any condition later on 5 record that, you know, obviously we're very supportive of down the road or the pike, that it will not be interfered 6 this process. Really encouraged that there is so many 6 by the condition that was left from the bridge structure people here that want to hear about the plans and what's that is there today. And they should be able to remove 8 happening. The one concern that I would just lift up and 8 the matter in less time than 10 months. They should be 9 I know that you're already aware and mindful of it, are working on both sides at 24 hours a day and they should 10 the assets that are in the port that need to be be using the cranes to cut the floor matter and sections 11 protected, which is certainly a very large water pipe and take it on barge and put it on land, like they did 12 that is a city asset, and then there's also a BG&E asset with the structure of the bridge itself, to have it cut 13 that needs to be protected through the demolition up and make the job go faster. And that way, the sooner process. And we know that you're aware of that, and will 14 we get it done, the sooner they can start the preparation 15 be very, very mindful of that as the process moves for the new bridge. And if they do it -- and two 16 forward. And as the process moves forward, we're just 16 companies to propose the bridge, one on each end, and 17 hoping that it's as expeditious as possible. We hear all another two companies making the groundwork for the the time about the burden that has been placed on this approach, we could have it done in two years time, and it community and other communities getting into and out of could be a cable bridge. Because a cable bridge, I do ²⁰ and around Baltimore City. So, we're hopeful for a very 20 believe, is much faster than the bridge structure. 21 swift process and a new bridge very soon. Thank you. And I was always concerned about the structure Page 23 Page 25

MR. BING: Okay. I don't see anyone else. So, we are going to move on again. If there's someone here, an elected official, who would like to make a comment, there'll be time at the end. But we are going to go move 5 on to our members of the public who have signed in. I'm 6 just going in the order in which they're being given to me.

8 So, our first person will be Francis Seaman. 9 We have two microphones, whichever one's more convenient. 10 So, Mr. Seaman, if you could come up. After Mr. Seaman, will be Christopher Barnes and then Linwood Jackson. So, 12 Mr. Seaman, as you come up to the microphone, if you could state your name, spell your name, and provide the area that where you live?

14 MR. SEMAN: Hi, I'm Francis M. Seman, Sr., S-E-15 16 M-A-N, Sr. I live on 1315, Willow Road, Dundalk, 17 Maryland, 21222. My concern is some of the things that's going to take place in the future. There should never be any environmental issue on the matter once everything is cleaned up, everything should go back to its natural state. And I just was informed from you that you have

of the bridge itself, why it was still there when we have 2 heavy winds, and things because of the movement of the bridge. And when the bridge was first built, if I do recall, the tugboats met the bridge at the beginning of Carroll Island and escorted it all the way up into the 6 harbor, and vice versa. It came down to do the same 7 thing. Somehow or another, we got away from that, and the condition took place for the destruction of the bridge. And we should remove all debris from the old 10 construction, like I say, to help and keep any conditions

to do or widen the channel or whatever?

MR. BING: 30 seconds. MR. SEAMAN: Yes. And I thank you for taking care of my concerns, and we do for the new bridge -- we do need a cloverleaf in Dundalk so that the people can Dundalk and go in and out on a cloverleaf rather than go through the condition that they have to do today. God bless all and may peace be with all of you. MR. BING: Okay. Thank you. Next up, we're

going to hear from Christopher Barnes. After Christopher

or hazards later on. Who knows what somebody might want

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Page 26 Page 28 will be Linwood Jackson. Sir, again as you come up, if MR. JACKSON: Good evening. My name is Linwood 2 you could state your name, spell your name, your address, 2 Jackson, I live in Turner Station. I've been living and then you can start your comments and just raise the 3 there over 50 years. lift the mic up a little. Yes. 4 MR. BING: Can you spell your name just for the 5 Court Reporter? MR. BARNES: Christopher Barnes. 6 6 MR. BING: Say it one more time. MS. GRAY: L-I-N-W-O-O-D Jackson J-A-C-K-S-O-N. 7 7 If you're not familiar, Turner Station is the only MR. BARNES: Christopher Barnes, C-H-R-I-S-T-O-8 P-H-E-R B-A-R-N-E-S. 1600 West Mount Royal Avenue. I'm community which the pilings based on the land our a former Baltimore County resident, now Baltimore City. community sits on. My house is less than a thousand from 10 I would like to take an opportunity to thank Maryland the Key Bridge. When the Key Bridge fell -- when them 11 Department of Transportation for having us to give public three sections fell, it shook our community. It shook 12 comment. My deepest sympathies to the families and our community like -- it's unbelievable. In the process 13 individuals have been impacted by this, and a hand of 13 of doing this, we have to take into consideration of some gratitude to those who have responded and are continuing of these communities that surrounding the Key Bridge, 15 like Carnegie Flats, Turner Station, Waters Edge. 15 to mitigate the situation with the unfortunate incident 16 16 of the Francis Scott Key Bridge. They're aging communities. Our infrastructure is very 17 17 important. Going forward, I do feel that this project will 18 18 be vital to our transportation infrastructure, that this Saying that, knowing that this is -- it's will be vital to restoring normal modes of 19 vital. It's vital. But you have to be concerned with ²⁰ transportation, reducing congestion on Roadways, 895, 20 the communities. The thing that irritated me probably 21 695, and other surrounding Highways. And I do feel that the most, right? Is that we being as close as we was to Page 27 Page 29 1 that this will also move us to a standpoint where we can this, our community shaking, right? No one had a meeting 2 have a new bridge with the modern safety standards. with us. We had a lot of visitors and reporters and 3 Because I do feel that we cannot mix old and new. things like this. But even with the building of the As it stands the Francis Scott Key Bridge is an prior Key Bridge, the statement was that they were never 5 iconic landmark here in Baltimore County, as I am going to bring any of the heavy equipment through Turner familiar with the area. We cannot mix old and new, and I Station and they did, and they interfered with the aging 7 do feel it is appropriate to move forward with structure. 8 constructing a new bridge. This will strengthen our 8 My concern is that we got to test the structure 9 transportation infrastructure. This will allow our 9 to see if it can sustain what you're about to do. And 10 shipping of services and goods to continue as normal. that last event, when they said they were going to blow And this will be a benefit for years to come. them structures, it's going to be like a firecracker. 12 So, again, I do support the project with the Are you kidding me? It shook our houses just as bad as 13 Maryland Department of Transportation rebuilding the Key when the bridge fell. Now I can only imagine what it's 14 Bridge and after seeing all the information and poster going to do now. So, we got to take some precautions to boards, I do feel that this can be done with minimal 15 be particular about what we're about to endeavor in. 16 environmental impact. So again, I do thank the Maryland 16 MR. BING: Okay, thank you for your comments. 17 17 Department of Transportation for allowing a public Again, next will be Meredith Gray, and then we'll hear 18 comment. Good day. 18 from Tiffany Cheek. Is Meredith here? 19 MR. BING: Thank you. Okay, next, we're going 19 MS. GRAY: Muriel. 20 to hear from Linwood Jackson, and then we'll hear from MR. BING: Yes, take your time. Okay, again as 21 Meredith (phonetic) Gray. 21 you come up if you could --

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MS. GRAY: Sure. MR. BING: State your name, and spell your name

and your address, please.

MS. GRAY: Yes, my name is Muriel Gray. M-U-R-5 I-E-L, L., G-R-A-Y. Murial L. Gray.

MR. BING: I got it.

out that the bridge had been hit.

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MS. GRAY: My address is 101 Oak Street, Turner Station, Maryland, 21222.

MR. BING: Great. Go ahead.

MS. GRAY: I bring greetings to all of you this 11 evening for coming out and addressing the Scott Key Bridge. I would just like to let you know that my father was very inspirational when that bridge was built in '72 with his Christian Brothers trucking company, they brought all this steel to that bridge. That night that 16 the bridge went up, it shook my bed. I didn't know what 17 it was, but then I heard the ambulance and the firetrucks and so forth, so I got up, got dressed, and walked through my neighborhood. Because that's what we used to ²⁰ do is check out what's going on. And that's when I found

it. And so far, you know, when this was struck, it just

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2 shook the whole Turner Station. And we're just asking

y'all for your prayers that you all might do things

expediently. Because as I travel, you should see the

backup and the traffic just like I was coming down, down

6 on Dundalk Avenue, and the police was behind us. I

thought they were coming after us, but it was a truck

with all these cars on it, and it pulled them over.

Because they're not supposed to be on that street.

10 But nevertheless, I ask your prayers that we 11 might do things in expedience so that we can get back to our traveling mode. Always remember, as you go, take the name of Jesus with you. Carry him wherever you may go. 14 God Bless you.

MR. BING: Okay, thank you for your comments. Next, we're going to hear from Tiffany Cheek and after that, will be Terry Turban.

MS. CHEEK: Good evening. My name is Tiffany Cheek, T-I-F-F-A-N-Y C-H-E-E-K representing the Mount Olive Baptist Church of Turner Station at 651 Mount Olive Road Dundalk, Maryland 21222. Our two concerns are about

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I don't know if all of you all know it or not, but we are living on grace in Turner Station. That was nothing but water there, and as a result, they built those houses on that water. And not to my knowledge, 5 nothing has been checked out since those houses have been 6 built. And also, I've heard from different people when 7 that bridge was struck, their houses were shook. Nobody 8 has come out to see what type of damage was done to the 9 houses especially there near the bridge. And you know, we need to, I guess, get a little more conscious of when we are on water housing, those many houses that are in 12 Turner Station are on water. We never know when that 13 water is going to just say, "Okay, we are over with." 14 Okay?

15 I love Turner Station. I was raised up in ¹⁶ Turner Station. My mother and father was very active in 17 Turner Station at the time, and now I have been active also when it was a Turner Station Development ¹⁹ Corporation. I was the President for about 10 years, and we did a wonderful job. And you all Senator Stone, he was our senator at the time. And whatever we needed we got

noise pollution with the demolition. We have veterans in

our congregation and our community, and the sound from

3 the demolition, from explosives, and all of those things

have triggered some of those individuals, and we want to

make sure that we can address mental health and minimize

the impacts for those individuals in our congregation,

and our community.

8 And we're also concerned about the traffic implications of equipment coming in of access, both on 10 Broening Highway and Mount Olive Road, as they do impact our community members, they impact our congregation, and our access to our building. We spent months having to come through police blockades and various barriers in order to get into the community to continue our service. So those are the types of things that are on our minds for our congregation. Thank you. 17 MR. BING: Okay, thank you. Next up we have 18

Terry Turban. Terry, if you could state your name and spell your name and your address? MR. TURBAN: Terry Turban, T-E-R-R-Y T-U-R-B-A-

N. I live in Gray Manor Subdivision 225 South Woodwell

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Road, Zip Code, 21222. I've been listening --2 MR. BING: Pull it a little closer.

MR. TURBAN: I was listening, but I wasn't going to really say anything, because I'm on board with

⁵ this, you know, building this bridge as quickly as we 6 can. I think we all agree with that. But after hearing a lot of the things that I've heard, and then looking at the charts, the environmental part of it, I think you guys got that nailed down. But I worked on the bridge --I helped build it. And so, the structural integrity of

the remaining peers is impeccable. 11 I was under the influence of some people that 13 have worked on the bridge, that I have talked with and worked on other structures like that, that sometimes you ¹⁵ can be cost-effective by incorporating the existing peers 16 in with the new design. So, my frustration is I'm seeing that we're getting ready to go into a demolition of

with the new construction of the new bridge -- the new ²⁰ design. So, I think there should have been a feasibility study done. There should be some look at the cost-

possibly something that could really enhance and be used

1 effectiveness. I mean, I know the government has agreed

2 to pay the money for this bridge, and I'm thankful for

3 that. But I think we should still be a little bit

conservative with how we view things in a financial

5 matter.

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And so, for me, I think that really maybe we 7 need to take a step back and look at is there a 8 possibility -- I haven't seen anything in relationship to 9 a new design, whether the old, existing peers and what's 10 there now has even been thought of in a new design. I do see on the charts back there you're going to use the same approaches from both the Sollers Point side and the Hawkins Point side. So, with those approaches being the 14 same, why wouldn't it be possible to use the piers out to 15 where they are now? No demolition, no distressing veterans, no really causing houses to shake. And we do

17 what would be necessary, maybe with the main columns that 18 I think would probably need to come down. 19 But I was very thankful too, to hear that

you're going to go two feet below the river bottom surface with what you take out, because that would prevent a lot of environmental frustration, I think would

Page 36

Page 37

² take place if you did that. So, I guess what I'm saying

3 is maybe we need to revisit, you know, whether or not

this is even necessary at this point to do what you're

saying that we're going to do. I mean, I know I can't

control that, but that's my two cents anyway. Thank you.

7 MR. BING: Okay. Thank you. So, at this point

everyone who has indicated an interest in providing

testimony has had that opportunity. But if you have been sitting here and you weren't quite sure whether you

wanted to make a comment, but you've changed your mind if

you'd like to make a comment, this is the time to do that

13 because we're going to wrap up if there is no more

comments. So again, I'll give it a couple of seconds and

we'll see if anyone has a change of heart. But I'm not

16 seeing any hands or any indication of that. Hold on, no

come on up. Come up. I just wanted you -- I thought you

18 were going to talk from there. I wanted you to talk from

19 the microphone. Reintroduce yourself again Senator.

MR. SAILING: Sure, I'm Senator Johnny Ray

21 Sailing. J-O-H-N-N-Y S-A-I-L-I-N-G. I'll just let you

Page 35 know we are going to be meeting with our federal

partners. We're meeting with some of them to talk about

infrastructure. Which is I think that was your emphasis

throughout this was infrastructure. In so many areas and

the integrity of that and just looking at that to make

sure that that is addressed. That's very important. And

7 so, I just want to let them know you know, I've gotten

8 calls from the Congressman and I'm going to also get with

some of our U.S. Senators and have those conversations in

making sure that if anything comes about, you're going to

know -- it will be out there. And that's important to

12 every person in here, even you. For the state, but for

13 our federal partners.

So, I just wanted to let them know you know, we're going to do all we can to be as transparent and 16 having you be a part of that again, at that same time.

So, I just wanted to say that because we are having those conversations. Thank you.

19 MR. BING: Okay. Thank you. Again, anyone else, member of the public before we wrap up? Okay, so

I'm not seeing any hands. So right now, it's 6:14 p.m.

14

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Page 38 Page 40 and I'm going to turn the hearing back over to the information will be sent to the interested person list. 2 Hearing Officer Tammy who is going to close the hearing ² The applicant and the Army Corps of Engineers. Any 3 out. Tammy. person who is aggrieved by the Department's decision may HEARING OFFICER ROBERSON: The Formal Hearing 4 appeal the decision by filing a request within 30 days of Record will remain open until 7:30 p.m. Thursday, August the publication of the Water Quality Certification 6 15, 2024. All correspondence must be postmarked or 6 Decision in accordance with COMAR 26.08.02.10F(4). If emailed by this date. I have with me a number of sheets you're unsure if you are on the interested persons list, 8 explaining how to submit additional comments. Those are please ensure your name is added to the signature sheets on the table when you entered the room. Please forward at the front desk and your name will be added to that 10 any additional comments that you would like to make for list. 11 11 the record to -- by email, to We appreciate your interest in this project and 12 | Matthew.wallach@maryland.gov or by mail at, Maryland thank you for attending the hearing. The time is 6:17 13 Department of the Environment, c/o Matt Wallach, Tidal and this hearing is now adjourned. 14 Wetlands Division, 1800 Washington Boulevard, Suite 430, (Hearing adjourned.) 15 15 Baltimore, Maryland 21230. 16 16 After the hearing closes the department will review and consider all of the comments it received 17 18 during the comment period. If necessary, the department 18 19 may request additional information from the Applicant to 20 20 address certain comments. After all relevant issues have 21 been resolved, the Department will make its decision and 21 Page 41 Page 39 1 final report and recommendation to the Wetlands 1 CERTIFICATE OF TRANSCRIBER 2 Administrator for the Board. Who shall then present the I, Vivian Saxe, hereby certify that I transcribed 3 proposed project for a decision for a public meeting of from audio file the proceedings to the best of my ability the Board in accordance with COMAR Chapter 23.02.04. The in the foregoing-entitled matter; and I further certify Board's decision will be final and there will be no that the foregoing is a full, true, and correct further opportunity for administrative review. Any transcript of the audio files produced. 7 person withstanding may petition for judicial review of I further certify that I am neither a relative to 8 the Board's decision in the Circuit Court of the nor an employee of any attorney or party herein, and that 9 respective jurisdiction the City of Baltimore, Anne 9 I have no interest in the outcome of this case. 10 Arundel County, or Baltimore County. 10 In witness whereof, I have affixed my signature this 11 The petition for judicial review must be filed 12th day of August, 2024. 12 within 30 days of the Board's decision. The public 13 comments received will also be considered by the 14 Department when rendering a decision on Certification 14 Vivian Saxe 15 Request No. 24-WQC-0022 unless extenuating circumstances 15 Transcriber 16 justify an extension of time. The Department is 16 obligated to issue, deny, or waive certification of the 17 17 18 project prior to expiration of the reasonable period of 18 19 time as determined by the Army Corps of Engineers which 19 20 is May 31, 2024. 20 21

The Department's decision and accompanying

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