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IN THE MATTER OF SPARROWS POINT PARK
CONTAINER TERMINAL PROJECT

* * * * *

The hearing in the above-entitled matter was held on February 25, 2025, at Sollers Point Multi Purpose Center, 323 Sollers Point Road, Dundalk, Maryland 21222, commencing 5:00 p.m.

Reported By: Jeffrey Elam
Transcription Services By: CRC Salomon
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transcript produced by transcription service.

P R O C E E D I N G S

[5:00 p.m.]

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MS. ASHLAND: Thank you all so much for joining us tonight. Welcome to the Sparrows Point Container Terminal joint public hearing. My name is Angie Ashley, and I'll be facilitating the meeting tonight. If you would like, there's a bunch of empty chairs up front, feel free to fill in along the front. We're happy to have you here, but we might be here a little while, so we'd love to have you take a seat if you're interested in taking a seat.

Once again, if you haven't signed in, please do so in the lobby. If you'd like to provide public comment tonight, that's the process, we're doing that, so we need you to sign in at the registration table in the atrium.

I'd like to thank you for joining us this evening and thank the Sollers Point Multipurpose Center for letting us use their facility this evening.

The U.S. Army Corps of Engineers Baltimore District and the Maryland Department of Environment are

1 conducting two public hearings on this project. This is
2 the first of joint public hearings for the Sparrow Point
3 Container Terminal project here in Baltimore County.

4 This joint informational hearing will provide
5 members of the public the opportunity to present views,
6 opinions and information that the Corps and MDE will
7 consider in evaluating the impacts of the proposed
8 project on the public interest. Before we start, I want
9 to review a couple of housekeeping items.

10 As a courtesy, please turn off your cell phone
11 devices, or put them in silent mode. Please know that
12 this meeting, this hearing is being recorded. If there's
13 an emergency, we have exits on either side of the room
14 here, and the door that you came in on in the back.
15 Bathrooms are located outside of this room down the hall
16 off of the central atrium.

17 The materials presented around the room and on
18 paper copies are presented in both English and Spanish.
19 If you're in need of Spanish language services, we have
20 an interpreter here with us tonight, Gabrielle Roth,
21 please raise your hand. She's back there in the back.

1 Please see her, and she can assist you this evening.

2 If anyone is here tonight who hasn't signed in
3 on the attendance sheets, again I encourage you to do so.
4 These sheets will be used to notify the Maryland
5 Department of Environment and U.S. Army Corps of
6 Engineers on the final decision, excuse me. It will be
7 used to inform the final decision and will provide you
8 with a hearing of the report. We will also be using this
9 to identify those of you who wish to make a statement
10 tonight. So those statements will be heard at the
11 conclusion of the applicant's presentation this evening,
12 so please sign in.

13 The attendance sheets will also be provided to
14 the Board of Public Works for use in its review process.
15 Oral testimony tonight will be limited to four minutes or
16 less per person. This hearing will end shortly after all
17 comments have been received. You may provide oral
18 testimony only once tonight, but you always have the
19 opportunity to provide your comments in writing.

20 Please speak with someone at the sign-up table
21 or at the back station back to your right where there's a

1 poster that says how to comment. If you're here for
2 informational purpose and do not wish to comment, or
3 you're unable to stay for the entire hearing, you can
4 learn more on the project websites. If you'd like more
5 information, you can pick up one of the paper pamphlets
6 and they have QR codes that can take you to the Sparrows
7 Point Container terminal website or the U.S. Army Corps
8 of Engineers website.

9 Again, I encourage you if you would like to
10 provide comment tonight to please register at the front
11 hearing table. I just wanted to provide you with an
12 overview of how things are going to run tonight.

13 We're going to have a quick welcome and some
14 introductory comments from the U.S. Army Corps of
15 Engineers and the Maryland Department of Environment.
16 Then we'll have a brief presentation from the applicant.
17 Finally, I will then review the ground rules for the
18 hearing, and at that point we will start public comments.

19 I would now like to introduce John Stewart,
20 Acting Tidal Wetlands Division Chief at the Maryland
21 Department of Environment. John?

1 MR. STEWART: Thank you. All right. Can you
2 guys hear me? All right. Good evening. My name is
3 Jonathan Stewart, and I'm the Acting Chief of the Tidal
4 Wetlands Division in the Wetlands and Waterways
5 Protection Program within the Water and Science
6 Administration at the Maryland Department of Environment.
7 I will be the hearing officer for tonight's public
8 informational hearing for the state of Maryland.

9 Also in attendance from the department is Tammy
10 Roberson, Deputy Program Manager of the Wetlands and
11 Waterways Protection Program, and Matt Wallach, Tidal
12 Wetlands Division Project Manager.

13 We are conducting a public informational
14 hearing pursuant to Subsection 5-204 of the Environmental
15 Article, Code of Maryland Regulations COMAR 26.24.01.05,
16 and COMAR 26.08.02.10F(2).

17 The purpose of this public informational
18 hearing is for the applicant to present the proposed
19 project and tidal wetlands impacts that may be associated
20 with the proposed activity, as well as any impact to
21 water quality. In addition, the hearing provides the

1 Department with an opportunity to solicit additional
2 information from interested persons. This hearing is not
3 a contested case hearing under Maryland's Administrative
4 Procedure Act.

5 The statutory authority for issuance of a Tidal
6 Wetlands license is Title 16 of the Environment Article,
7 Annotated Code of Maryland, as implemented under COMAR
8 Section 23.02.04, and Subtitle 26.24. A State Tidal
9 Wetlands license is issued by the Board of Public Works
10 consisting of the Governor, the state treasure and
11 comptroller of the state of Maryland based upon a report
12 and recommendation submitted to the board by the
13 Department of the Environment.

14 In accordance with the Maryland Constitution,
15 the board is the sole body with authority over state
16 property, including state tidal wetlands. In its
17 proprietary authority, the board has the right to grant a
18 third party a license to construct or conduct an activity
19 in state tidal wetlands.

20 According to Section 16-202 of the Environment
21 Article, the Secretary of the Department shall assist the

1 board in determining whether to issue a license to dredge
2 or fill state tidal wetlands. The secretary shall submit
3 a report indicating whether the license should be
4 granted, including any recommended terms, conditions and
5 consideration after consultation with applicable federal,
6 state and local entities.

7 Issuance of sufficient public notice and
8 conducting any requested hearing, consideration of any
9 public comments received, and consideration of any other
10 information the Secretary thinks is advisable. In making
11 its decision, the board is guided by the public policy of
12 the state, considering applicable ecological, economic,
13 developmental, recreational and aesthetic values to
14 preserve tidal wetlands and prevent their destruction.

15 I will now read briefly from the regulations so
16 that it is clear how we may proceed. Under COMAR
17 26.24.01.05.E -G, an applicant and any interested person
18 shall be given an opportunity at the informational
19 hearing to present facts and make statements supporting
20 or opposing the issuance of the license.

21 Questions may be asked of and directed to the

1 hearing officer, but cross-examination may not be
2 conducted. The hearing is not a contested case hearing
3 under Maryland's Administrative Procedure Act.

4 The order of the presentation is determined by
5 the hearing officer, and may be conducted as follows:
6 Introduction of activity and participants by the hearing
7 officer, presentation of the proposed project by the
8 applicant, questions about the activity, statements by
9 public officials, statements in opposition, statements in
10 support, and in closing the public informational hearing
11 by the hearing officer.

12 The hearing officer has the authority and duty
13 to conduct a full and fair public informational hearing,
14 act to avoid unnecessary delay and to maintain order,
15 regulate the course of the hearing and conduct of its
16 participants, extend the time period for providing
17 supplemental written comments, or information for
18 inclusion in the hearing record, and rule upon and
19 request for continuance of the hearing.

20 At the close of the public comment period, the
21 hearing officer shall prepare an official record of the

1 public informational hearing and comments. It is also the
2 responsibility of my office to evaluate requests for
3 Water Quality Certifications, otherwise known as the WQC,
4 under Section 401 of the Clean Water Act, which requires
5 Maryland as the certifying authority to determine whether
6 the discharge associated with the U.S. Army Corps of
7 Engineers permit application NAB-203-61200 complies with
8 the state's water quality standards.

9 The department's authority is found in Subtitle
10 9 of the Environment Article. Each certification request
11 received through our regular programming has specific and
12 unique issues and impacts that must be considered with
13 regard to Maryland's water quality standards. The
14 department is neither a proponent or an opponent of any
15 project.

16 In summary, the Maryland Department of
17 Environment is considering a public informational hearing
18 for State Tidal Wetlands application number 23-WL-0762
19 submitted on August 22, 2023, and the Clean Water Act,
20 Section 401, Water Quality Certification request, 24-WQC-
21 0045, which was requested December 3, 2024.

1 The project summary as as follows: The
2 Tradepoint TiL Terminals, LLC has applied for the
3 construction of a new container terminal in the Port of
4 Baltimore. The Sparrows Point Container terminal will be
5 located at the Coke Point Peninsula of Tradepoint
6 Atlantic and consists of an approximate 3,000-foot
7 marginal wharf with up to nine ship to shore cranes, a
8 container yard, gate complex, intermodal/rail yard, and
9 various support structures.

10 To provide vessel access to the wharf, the
11 project includes deepening and widening existing Sparrows
12 Point Channel and turning basin, which would require
13 mechanical dredging and placement of approximately 4.2
14 million cubic yards of dredged material. The maximum
15 proposed dredging depth would be 52.22 feet at mean low
16 water.

17 The proposed project would include the
18 construction of a 19.6 acre offshore dredged material
19 containment facility on the west side of Coke Point in
20 the existing in-water coal pier channel to provide
21 placement capacity for approximately 750,000 cubic yards

1 of dredged material. Of the remaining dredged material,
2 approximately 1.2 to 1.7 MCY would be placed on site at
3 the upland High Head Industrial Basin dredge material
4 containment facility, approximately 1.25 million cubic
5 yards would be placed at the existing Masonville DMCF,
6 dredge material containment facility, or Cox Creek DMCF
7 owned by the Maryland Port Administration, and
8 approximately 1.5 million cubic yards will be barged to
9 Norfolk Ocean Disposal site, a designated off shore
10 disposal area located in the Atlantic Ocean,
11 approximately 17 miles from the entrance of the Chesapeake
12 Bay. Mitigation is being assessed for the impacts to
13 open water.

14 Thank you. I know that took quite awhile. Let
15 me introduce Joseph Davia for the Army Corps, who is the
16 federal hearing officer.

17 MR. DAVIA: Thank you, John. Good evening,
18 ladies and gentlemen. My name is Joseph Davia, and I am
19 Chief of Maryland north section of the regulatory branch
20 of the U.S. Corps of Engineers Baltimore District. On
21 behalf of the Colonel Francis Pera, our district

1 commander, I'd like to welcome you to this hearing.

2 I will be serving as the hearing officer for
3 the Corps of Engineers Section 10/404 permit evaluation
4 requirements for tonight's hearing. With me here today
5 from the Corps is Maria Teresi at the front desk here,
6 who is the Corps regulatory project manager, and point of
7 contact for this application.

8 Nicole Nasteff over here to my left is also
9 with the Corps working on the project, Wade Chandler,
10 Chief of the Regulatory Branch is here of the Baltimore
11 District, Chate'l Grayson and April Sparkman greeted you
12 at the registration desk, with our Public Affairs Office,
13 Cynthia Mitchell and Nicole Strong are here.

14 We welcome you to this Corps and MDE public
15 hearing on the Sparrows Point Terminal project. I would
16 like to thank Tradepoint for providing the location and
17 support services to allow us to hold this public hearing,
18 and thank all of you for coming out tonight and
19 participating in our regulatory process.

20 It is the responsibility of my office to
21 evaluate applications for Department of the Army permits

1 for any proposed work in waters of the United States,
2 including wetlands. The Corps authority is found in
3 Section 404 of The Clean Water Act, and Section 10 of the
4 Rivers and Harbors Act.

5 The Corps is also reviewing this project under
6 Section 14 of the Rivers and Harbors Act, 33 US Code
7 Section 408, and Section 103 of the Marine Protection
8 Research and Sanctuaries Act of 1972.

9 Each application received through our
10 regulatory program has specific and unique issues and
11 impacts that must be considered in relationship to
12 weighing the potential benefits and detriments of the
13 project. Please note that the Corps is neither a
14 proponent or opponent of any project.

15 The purpose of today's hearing is to inform you
16 of this project and allow you the opportunity to provide
17 comments to be considered in the Corps regulatory public
18 interest review of the proposed work. This venue is for
19 you to provide comments on the project, and the Corps and
20 MDE will not be responding to comments. However, if you
21 have specific questions about the project, please speak

1 with a Tradepoint representative at one of the poster
2 stations.

3 In compliance with the National Environmental
4 Police Act, the U.S. Army Corps of Engineers, the lead
5 federal agency for the project in cooperation with other
6 agencies has issued a draft environmental impact
7 statement for the proposed project. Further, at the
8 conclusion of the process, the Corps will be preparing a
9 statement of findings and record of decision for the
10 project in which your comments will be included and
11 addressed.

12 Your comments are important in the preparation
13 of this document and in our evaluation of the permit
14 application. The decision on whether or not to issue a
15 permit will be based on an evaluation of the probable
16 impacts, including cumulative impacts on the proposed
17 activity on the public interest and in compliance with
18 the Clean Water Act Section 404(B)(1) guidelines.

19 That decision will reflect the national concern
20 for both the protection and utilization of important
21 resources. The benefits which may reasonably be expected

1 to accrue from the proposal will be balanced against its
2 reasonably foreseeable detriments.

3 All factors that may be relevant to the
4 proposal are considered, and there are a number of them
5 here, so bear with me. Among these are conservation,
6 economics, aesthetics, general environmental concerns,
7 wetlands, historic properties, fish and wildlife values,
8 flood hazards, floodplain values, land use, navigation,
9 shoreline erosion and accretion, recreation, water supply
10 and conservation, water quality, energy needs, safety,
11 food and fiber production, mineral needs, threatened and
12 endangered species, cumulative impacts, considerations of
13 property and ownership, and in general the needs and
14 welfare of the people.

15 Under this action based on the current level of
16 design, the placement of fill and structures for the
17 entire project consists of an approximate 3,000-foot
18 marginal wharf with up to nine ship-to-shore cranes, a
19 container yard, gate complex, intermodal rail yard and
20 various support structures to provide vessel access to
21 the wharf.

1 The project would include deepening and
2 widening the existing Sparrows Point channel and turning
3 basin, which would require mechanical dredging and
4 placement of approximately 4.2 million cubic yards of
5 dredging material.

6 The maximum proposed dredging depth with -2
7 feet of over depth would be -52 feet at mean lower low
8 water. Following construction, maintenance dredging of
9 the Sparrows Point channel would be required. The project
10 would include the construction of an offshore dredged
11 material containment facility on the west side of Coke
12 Point in the existing in-water coal pier channel, to
13 provide placement capacity for approximately 750,000
14 cubic yards of dredged material.

15 The dredge material containment facility would
16 permanently impact approximately 19.6 acres of tidal
17 waters. Of the remaining dredge material, approximately
18 1.2 to 1.7 million cubic yards would be placed on site at
19 the Upland High Head industrial reservoir basin dredge
20 material containment facility.

21 Approximately 1.25 million cubic yards would be

1 placed at the existing Masonville dredge material
2 containment facility located in Baltimore City, Maryland
3 and/or Cox Creek dredge material containment facility
4 located in Anne Arundel County. Both those facilities are
5 owned by the Maryland Port Administration.

6 Finally, approximately 1.5 million cubic yards
7 will be barged to the Norfolk Ocean disposal site, a
8 designated offshore disposal area located in the Atlantic
9 Ocean near the mouth of the Chesapeake Bay. Container
10 vessels accessing the new terminal would utilize the
11 Brewerton Federal Navigation channel as the turning
12 basin.

13 Compensatory mitigation for unavoidable tidal
14 impacts, tidal water impacts associated with the project
15 is proposed to be satisfied through a combination of
16 permittee responsible mitigation projects, including
17 restoration, creation, and enhancement of tidal open
18 water, emergent tidal wetlands and shallow water habitat
19 areas on the Tradepoint Atlantic property, and at the PDP
20 west site on the Patapsco River, removal of derelict crab
21 pots in the middle Chesapeake Bay, and oyster reef

1 restoration and seeding in the Chesapeake Bay.

2 The comment period for this project extends to
3 March 21, 2025. Comments received today and at the
4 virtual hearing on February 27, and throughout the
5 comment period will be considered. The time required to
6 reach a Department of the Army permit decision is
7 dependent on the necessary coordination of concerns with
8 resource agencies, careful evaluation of all substantive
9 comments, and ensuring statutory requirements are met.

10 Again, thank you for attending this public
11 hearing and participating in the Corps regulatory review
12 process. Angie, back over to you.

13 MS. ASHLAND: Thank you. And now we will hear
14 from the project applicant. Tonight, we have with us
15 Aaron Tomarchio, who is the executive vice president of
16 corporate affairs for Tradepoint Atlantic who will
17 provide an overview of the Sparrows Point Container
18 Terminal project. After that, we will begin with your
19 public comments. Aaron?

20 MR. TOMARCHIO: Great. Thank you, Angie, and
21 good evening everyone. Thank you to the Army Corps and

1 MDE for your efforts over the last year in helping us
2 prepare for this this evening.

3 Ten years ago, Tradepoint Atlantic embarked on
4 a mission to revitalize Sparrows Point and clean up the
5 environmental legacy left behind by 125 years of steel
6 making. Since then, we have welcomed 50 world class
7 tenants with over 13,000 jobs to the peninsula. This
8 project represents the next phase of our redevelopment
9 and revitalization, and we think it's the next step in
10 revitalizing Sparrows Point.

11 In the fall of 2022, we announced a joint
12 venture partnership called Sparrows Point Container
13 Terminal. It's a joint venture with Terminal Investment
14 Limited, a subsidiary of Mediterranean Shipping Company
15 and Tradepoint Atlantic. MSC is the world's largest
16 shipper, and they have committed to build with us a
17 state-of-the-art container terminal at Sparrows Point.

18 From here, MSC will grow their east coast
19 service and elevate Baltimore to a primary east coast
20 container port. This will move Baltimore from the sixth
21 to the third largest container port in capacity on the

1 east coast of the United States.

2 SPCT is quickly a billion-dollar container
3 terminal. It will invest locally here in Baltimore. It
4 will create 8,000 jobs, 1,100 union ILA jobs, and another
5 7,000 induced into the community to support the project.
6 The project will be built with the help of union labor,
7 and skilled labor throughout the region. Quite simply,
8 with this project, Maryland wins big. Baltimore wins big.

9 In 2023, we submitted plans to federal and
10 state agencies to transform the desolate 330-acre Coke
11 Point peninsula into a thriving hub of commerce. Those
12 plans required exhaustive public process to analyze all
13 the elements of a project. Tonight's hearing is part of
14 that process.

15 Over the last two years, the project team has
16 met with numerous community organizations and
17 stakeholders to discuss the project and share
18 information. We've attended over 30 community meetings,
19 met individually with community leaders and elected
20 officials to share information and receive feedback.

21 We've issued press releases, relevant studies,

1 and shared dredge material results with the public. We've
2 set up and promoted the website SBCTMD.com, that's become
3 the portal, an information portal for this project, and
4 it serves as a repository for a lot of the information
5 about this project, so I encourage you to please go to
6 SBC.com if you want to learn more. The site links all
7 federal and state sites to this project, and it is a
8 great resource.

9 We've also published an ask questions document
10 which is available online which many of you have picked
11 up this evening in hard copy. You know, over the last
12 ten years we've worked really hard with this community to
13 share a vision for revitalized Sparrows Point. We've
14 committed to be transparent, we've committed to be
15 engaged, and we've committed to be a partner.

16 I hope over the last ten years that that track
17 record has proven itself, and we're asking you again to
18 trust us with another major project. The timing and the
19 success of this project is critical given the current
20 economic uncertainty our state faces. So to have this
21 project come at this point in time in our state's history

1 is very important and it's more critical now than ever.

2 We appreciate the support and engagement of
3 this community, and we hope that we've been able through
4 this process to help answer your questions, and this
5 evening is also another opportunity for you to ask
6 questions and to learn more information. We are joined
7 here by representatives of our project team in the back.
8 They are here to answer any questions you may have, and
9 we also have representatives from our joint venture
10 partner TILMSC, Steven and Darrien back there, if you
11 could raise your hands. They are joint venture partners
12 who we are very proud to have in here this evening.

13 Again, I want to thank you for taking your time
14 out of this evening to learn more about this project, and
15 to come out in support. I see a lot of CS stickers, so
16 thank you for that time and energy that you're spending
17 here this evening and to learn more. We pledge ourselves
18 to be a good steward with the community and a partner
19 moving forward. Thank you so much.

20 MS. ASHLAND: Thanks, Aaron. As a reminder,
21 the purpose of the hearing tonight is for the Corps and

1 the Maryland Department of Environment to receive
2 comments that will enable them to evaluate the proposed
3 project's impacts on the public interest.

4 As the hearing facilitator, my role is to
5 conduct a professional and orderly public hearing. I'm
6 dedicated to ensuring that you, members of the public,
7 have the opportunity to share your comments in an
8 organized, fair and respectful atmosphere. We look
9 forward to hearing your perspectives. However, please be
10 courteous. Offensive or profane language will not be
11 tolerated.

12 We are interested in hearing comments related
13 to the proposed Sparrows Point Container Terminal project
14 from all interested individuals. There may be additional
15 concerns related to issues that are beyond the scope of
16 this particular hearing. I ask that this hearing remain
17 focused on the issues associated with the water quality
18 certification request and draft environmental impact
19 statement for the proposed Sparrows Point Container
20 Terminal project.

21 Again, neither I nor the presenters here today

1 will respond to any questions or comments. We are here
2 to listen. Please remember that we're recording this
3 hearing. When you come up to provide testimony, speak
4 directly and clearly into the microphone in the center of
5 the room. Please provide your full name, spell your name,
6 and list any organization you might be representing this
7 evening.

8 Please be advised that it is not necessary to
9 read a statement to make it part of the official record.
10 Written comments will also be accepted and receive the
11 same consideration as any oral statement. In fact, for
12 accuracy, if you have written comments to read into the
13 record, please provide a copy of those to me before you
14 leave and we will be sure that they are entered.

15 Again, there will be a four-minute time limit
16 on public testimony to ensure that everyone here tonight
17 can be heard. The time will start after you introduce
18 yourself, and will be displayed on this clock here next
19 to me.

20 I will remind you when you have 30 seconds
21 remaining in your time, and you can begin to wrap up your

1 testimony. If you are unable to complete your comments at
2 the end of your time period, we will end your testimony
3 and move onto the next person.

4 You always have the opportunity to provide
5 written comments. Please speak with someone at the back
6 table if you want to learn more, and more information on
7 that is also projected in the slides behind me.

8 Before we get started with general public
9 testimony, I'd like to ask if there are any elected
10 officials in the room who would like to provide comment
11 tonight. Okay. So now we'll begin with our public
12 testimony. I will call your name, and you'll come up to
13 the microphone in the center of the room to make your
14 statement.

15 When I call your name, please come to the
16 microphone, state your name, spell your name for the
17 court reporter, and let us know if you are here
18 representing an organization. In order that all persons
19 wishing to speak will have the opportunity to do so, I
20 would appreciate you summarizing your statements and
21 limiting your comments to no more than four minutes.

1 I will now call the first two speakers so that
2 you know the order, and I'll continue to call two
3 speakers at a time so that you can get ready. So first
4 tonight we have David Rader, and following David will be
5 Mike Funk. David, would you please come to provide your
6 testimony? Thank you.

7 MR. RADER: Hi, everybody. My name is David
8 Rader, R-A-D-E-R, David is spelled the usual way. I'm a
9 Sparrows Point resident, and I just moved there about
10 three years ago from behind Herman's Bakery, not too far.

11 Me and my wife who is here with me, we are
12 raising three kids in the Sparrows Point community, and
13 we want them to have every opportunity for success. We
14 want them to be able to work, work here, live here, and
15 fish here. Tradepoint Landing is synonymous with
16 success, and we're glad that you're the ones leading this
17 project.

18 As it stands, the water quality in this area
19 however is not good, and that's where we need your help.
20 We want this dredge project to happen with great success,
21 and we want you to not only meet the standards for

1 environmental success, but to impress the world with your
2 clear water effort.

3 I think you can make both the prospect for work
4 and the quality of water better than before you started.
5 We want our kids to have the opportunity to work in this
6 community, and also to live, to love, and to fish in
7 clean water. So I do have a few questions.

8 One is is the water quality going to continue
9 to be tested in the future considering there's going to
10 be maintenance dredges? Are there any water cleaning
11 opportunities that are available? I'm not sure of the
12 technologies out there, but there's a water wheel in
13 Baltimore City that picks up big stuff, maybe there's
14 something that picks up small contaminants. Thank you
15 very much.

16 MS. ASHLAND: Next we have Mike Funk, and
17 following Mike will be Andrew West. Go ahead, Mike.

18 MR. FUNK: My name is Mike Funk, M-I-K-E, F-U-
19 N-K. I'm here representing the operating engineers Local
20 37. Good evening. My name is Mike Funk, I'm the training
21 director for the International Union of Operating

1 Engineers, Local 37 training school.

2 Our business manager, Marvin Quaver, regrets he
3 cannot be here tonight. Our school trains heavy equipment
4 operators in help building modern and thriving Baltimore
5 and Maryland. Our union makes sure that those operators
6 and all our members make a good living so they can
7 support their families and contribute to a healthy
8 economy.

9 Our operators are on the front lines of
10 revitalization as former industrial areas become new city
11 scapes, and as industrial sites are remade to provide for
12 current and future training needs. We support Tradepoint
13 Landing Sparrows Point Container Terminal project. We do
14 so with no hesitation.

15 Over the last ten years or more, Local 37 has
16 worked with Tradepoint Landing, and we have built a great
17 relationship. We have seen firsthand TPA's commitment to
18 doing things the right way. We have seen a commitment to
19 smart, stable, long-term site development, we have seen
20 our commitment to environmental stewardship, we have made
21 sure that they are committed to good wages and benefits,

1 safe working conditions and fair treatment in both the
2 work to prepare and develop Sparrows Point, and also in
3 the daily work to service shippers and customers of TPA.

4 On any given day, approximately 120 Local 37
5 members and apprentices work at the site. At any given
6 time, TPA and Local 37 are planning and coordinating to
7 make sure that the site's development moves forward and
8 that its services are top notch. We know TPA.

9 Given our shared success, we have no hesitation
10 supporting TPA. We know that here again, TPA will
11 respect the environmental aspects of the terminal's
12 development and dredging work, water management and
13 service work. They work with the community, federal and
14 state agencies, and partners to avoid problems, and to
15 solve them quickly when they arise.

16 We know that our members in the community will
17 benefit from helping create a world class terminal
18 facility. Local 37 and operating engineers around the
19 country and world know that global trade, exporting and
20 importing, makes for better living standards, the best
21 ports with the newest terminal technologies and

1 innovations see the best of those standards.

2 Building and supporting those terminals is what
3 we do, and we know that Maryland and the country cannot
4 fall behind in trading and shipping infrastructure.

5 Local 37 has had work at Sparrows Point for decades, and
6 we want to see decades more of work. We saw the bad
7 decades, too, and want to avoid those circumstances from
8 ever recurring.

9 We want decades of prosperity for our members
10 in Baltimore, in Maryland, and beyond. This terminal
11 project will provide that. So again, I say that Local 37
12 supports TPA in development of the Sparrows Point
13 Container Terminal. Permit for TPA to proceed should be
14 approved. Thank you.

15 MS. ASHLAND: Thank you, Mike. Next we have
16 Andrew West, and after Andrew will be Vicki Joyner.

17 MR. WEST: Thank you for hearing us. My name is
18 Andrew West, I don't think I have to spell the last name.
19 Just go by the direction. I guess I'm here for you guys
20 more than Tradepoint. I'm in support of the container
21 terminal. I don't think anyone isn't, but I'm in support

1 of it with the exception of the dredged material options.

2 That being said, I don't have to repeat it to
3 you and everyone, but your mission statement is
4 essentially to look out for the environment and us, both
5 of you together, and I don't know if everyone else knows
6 what BMP is, but it's best management practices, and I
7 just do not feel that the current plan, or at least
8 specific parts of it meet that goal of the best possible
9 management practices for the dredge material.

10 Like I say, what's in the current plan is going
11 to affect our local community, it'll affect one of the
12 major creeks that I use. This current plan creates to me
13 unnecessary dredging that if best management practices
14 were used, I realize the best one is probably past its
15 window, but the best management practices should always
16 come first.

17 I'll just make the comment to kind of force
18 this. I believe what we are all going through here now
19 over the last and will for the next four years, the
20 reason we don't have a Key Bridge is because at some
21 point someone made for financial reasons, for time frame,

1 or for whatever, someone made the decision, you know
2 what? We don't need tugboats to escort these big ships
3 underneath the Key Bridge anymore like we used to, so
4 we'll stop it. Well, had we not stopped those best
5 management practices, had we done the correct thing, we
6 may still have a Key Bridge, and that's my biggest
7 concern.

8 I believe there's other options for this dredge
9 material that will be much less harmful to the
10 environment and have a much less environmental impact on
11 our local community. But again, so I won't run out of
12 time, I just want to reiterate, I think the container
13 port terminal is a great job. Tradepoint has been an
14 incredible steward to our community, with projects other
15 than what's here.

16 They do a lot for the local schools, they do a
17 lot for the kids. The project is wonderful. I just think
18 there's with a little oversight and a little thought, a
19 better and more economical solution to the placement of
20 the dredge material. Thank you everybody so much.

21 MS. ASHLAND: Next up we have Vicki Joyner, and

1 she will be followed by Jeremy Riddle. Vicky?

2 MS. JOYNER: My name is Vicky Joiner, V-I-C-K-
3 I, J-O-Y-N-E-R, and I have, I am representing Pleasant
4 Yacht Club and North Point Yacht Club, both of which have
5 long history in Sparrows Point.

6 History being at one point we were divided
7 clubs because of the times, and over the 75 years that
8 both clubs have been there, we have joined together many
9 times and have a very good working relationship. I am new
10 to boating in the last say three years or so. I have been
11 an integral part of Pleasant Yacht Club, my family had
12 come before me, and our oldest member is like 91 years
13 old, and he put the building there, you know?

14 Sparrows Point workers put some type of slag
15 material to build up that area, and it was said in the
16 last meeting that we have been great stewards. We just
17 hope that we can continue to work with Tradepoint. We
18 understand it's a lot of money to be made, and with those
19 resources, I just think that it is possible to move us or
20 help us move and there is, has to be some other option.

21 I understand we are the little people on the

1 totem pole, but I would like for them to take the time
2 and look and see if there are other options rather than
3 eliminating both of those clubs. That's my main
4 question. Can we look for other options. Thank you for my
5 time.

6 MS. ASHLAND: Next up we have Jeremy Riddles,
7 followed by Sandy Doyle. Jeremy?

8 MR. RIDDLE: Good evening. My name is Jeremy
9 Riddle, J-E-R-E-M-Y, R-I-D-D-L-E. I'm here this evening
10 in dual capacity, both I represent my employer from
11 Terminal Warehouse company, and the Baltimore port lines.

12 Again, my name is Jeremy Riddle, I'm the
13 president of Terminal Warehouse Company. Having served
14 the Baltimore port community since 1893, our family-owned
15 company provides container dredged, transloading and
16 warehousing services, handling more than 12,000
17 containers per year for the port of Baltimore.

18 I'm here today as a representative of the
19 Baltimore Port Alliance. The BPA is a non-profit group
20 of maritime business representatives dedicated to
21 addressing the needs and interests of businesses and

1 individuals who make their living and support their
2 families through maritime commerce.

3 Our membership encompasses a wide cross section
4 of the maritime industry, including brokers and freight
5 forwarders, longshore labor and management, ocean
6 carriers, ship pilots, terminal operators, truckers and
7 warehouse operators and tow [indiscernible] companies.

8 BPA has been closely monitoring the development
9 plans for the Sparrows Point Container Terminal since its
10 public accouchement in 2022. Already the nation's
11 leading port for roll on and roll off cargo, this project
12 will put the rest of the east coast ports on alert that
13 Baltimore is now a significant player for ocean
14 containers.

15 The addition of this new container terminal,
16 along with the continued enhancements of the Cedar Marine
17 Terminal will solidify Baltimore as a world class
18 container port. The investment in this project of
19 Mediterranean shipping company, the worlds largest
20 shipping mind, speaks volumes to the strategic importance
21 of Baltimore as a critical east coast port for some of

1 the world's largest container vessels.

2 The state of Maryland has a strong history of
3 excellence in the innovative and beneficial reuse of
4 dredged material. The dredge material placement plan put
5 forth by the SPCT development team will continue this
6 history of leading dredge material solutions with an
7 estimated 89 percent of the dredged material eligible for
8 use.

9 This project would be the finishing touch on
10 Tradepoint Atlantic's extensive efforts to clean up and
11 revitalize the former Sparrows Point steel mill and
12 return this area to economic prominence. The Baltimore
13 Corut Alliance fully supports a comprehensive dredge
14 material placement plan in the continued development of
15 the Sparrows Point Container Terminal. Thank you.

16 MS. ASHLAND: Thank you. Now we have Sandy
17 Doyle, followed by Francis Taylor.

18 MS. DOYLE: Hi, my name is Sandy Doyle, spelled
19 D-O-Y-L-E. I just represent some of the little guys. My
20 concerns are with the dredging, the traffic, and the
21 mitigation for the open water.

1 So a friend of mine once described dredging as
2 like when you get a cookie and a glass of milk and you
3 lose part, you put your fingers in to pull it out, and it
4 all disburses everywhere. So when we saw the dredge, they
5 called it an environmental bucket that it was a video.

6 All of the spill out from it went everywhere,
7 and so that's my concern about the dredging, and how that
8 will impact. I live down in Northpoint Creek, which is
9 off of Old Road Bay, and let me see here. So I looked at
10 the turbidity diagram, and it said that the turbidity,
11 which is where this surface stuff might spread, is 300
12 feet, and I, I just can't buy that, and I would like for
13 you guys to really research that.

14 In their report, their safeguards report, it
15 says that they found that the turbidity is fairly
16 localized within TPA shoreline and the Sparrows Point
17 channel, and I beg to differ with that. I live on the
18 water, as I said, and last year this sign floated up, a
19 big metal sign, and I would have brought it here, but it
20 talks about the fish consumption advisory.

21 You guys are familiar with this I'm sure, and

1 if you go there with the QR code, you'll find that all
2 the fish in the Patapsco River Baltimore Harbor area are
3 filled with PCBs and PFOs. So I'm unfamiliar with this.
4 I looked up what a PCB is on the Environmental Protection
5 Agency website, and it says PCBs do not readily break
6 down once in the environment. They can remain for long
7 periods cycling between air, water and soil.

8 PCBs can be carried long distances, and have
9 been found in snow and sea water in the areas far from
10 where they were released into the environment. So I ask
11 you, how far will this dredged sediment go beyond where
12 you would like to place it?

13 I looked at the upland placement, the ocean
14 placement, and in there it says that these materials,
15 nine of the tested materials, arsenic, cadmium, chromium,
16 copper, lead, mercury, nickel, silver and zinc were all
17 detected. I mean, that's crazy scary stuff. Would I
18 like it cleaned up? Yes, I would love to see clean
19 water, but my concern is what happens before it gets
20 cleaned and it continues to flood into Old Road Bay and
21 North Point Creek and Jones's Creek and Turn station?

1 I mean, that's really scary stuff, so I, I
2 would just also say that traffic, as I see I have 50
3 seconds, they are saying 517 during the morning and the
4 evening, but their full capacity says 1,500 trucks per
5 day, which is just inconceivable to the community. And
6 then removing Slag Point, which is the southeast
7 peninsula there, that is a breakwater for the Fort Howard
8 community, and if that is one, those homes on the water
9 in Old Road Bay will be hit with any northwest storm that
10 comes through. Thank you.

11 MS. ASHLAND: Next up we have Francis Taylor,
12 followed by Conor Gilligan.

13 MR. TAYLOR: Good evening. My name is Francis
14 Taylor, F-R-A-N-C-I-S, Taylor, T-A-Y-L-O-R. My name is
15 Francis Taylor, I'm president of North Point Peninsula
16 Council representing the peninsula since 1971.

17 For 14 years I chaired the state of Maryland
18 dredging material management programs citizens advisory
19 committee. During my tenure, we oversaw several new and
20 existing expansions of dredging projects throughout the
21 state. I am confident that dredging at Tradepoint

1 Atlantic can be done safely, without harm to human health
2 or the environment.

3 Our comments today concern the placement of
4 this material, of TPA. Our main concern is the removal of
5 existing lands to offset the placement of material in
6 state waters. The parcels that are identified for
7 removal are providing or have the potential to provide
8 great community benefit.

9 One parcel offers the opportunity for expanded
10 park space, and another is already providing storm and
11 tidal protection for Old Road Bay and the residents along
12 the shorelines. We have identified alternatives for
13 consideration that could meet the required goal.

14 That being said, I don't recall any of the
15 projects in which I was involved where the applicant was
16 required to remove land that is already in place.

17 Southeast Baltimore County has many miles of degraded
18 waterways, eroding shorelines, abandoned derelict boats
19 and hazardous piers and pilings.

20 Certainly mitigation requirements that reflect
21 the maximized benefit to residents surrounding the

1 proposed Sparrows Point Container Terminal and logistics
2 facility can and should be identified and we will be
3 providing written comments at a later date. Thank you
4 very much.

5 MS. ASHLAND: Now we'll have Connor, I'm sorry,
6 I can't read the handwriting, followed by Sharen Kihn.

7 MR. GILIGAN: C-O-N-O-R, G-I-L-L-I-G-A-N. Good
8 evening representatives of the US Corps of Engineers and
9 Maryland Department of Environment. For the record, my
10 name is Conor Gilligan, my business address is 7524 W B&A
11 Road, Glen Burnie, Maryland 21061.

12 I'm the president of the Grason companies and
13 the owner of Sparrows Point Country Club which shares the
14 northern border of Tradepoint Atlantic's property at 919
15 Wise Avenue, Baltimore, Maryland.

16 I stand before you in support of the Sparrows
17 Point Container Terminal project, Tradepoint Atlantic. I
18 was born and raised in Pasadena and had the privilege of
19 spending much of my youth on the waters with the Sparrows
20 Point Big Elk blast furnace always on my horizon. The
21 blast furnace was an iconic symbol of determination,

1 growth and prosperity.

2 Unfortunately, starting in the late 1980s, all
3 of this would come to an end for the next three decades,
4 prosperity would slowly fade away. The story of Sparrows
5 Point Steel Mill is something I listened to in the walls
6 of the clubhouse and on the golf course at Sparrows Point
7 Country Club.

8 Founded in 1925, Sparrows Point Country Club is
9 established as an employee benefit for those employed at
10 the steel mill. At its peak in the late 70s, there was
11 over 1,600 members at the country club. There's unlikely
12 a person in this room that didn't have a parent or
13 grandparent that would visit the club. Different from the
14 steel mill, the country club would never close, but would
15 follow a similar path in sharing the similar ending.

16 In 1985, Bethlehem Steel Corporation sold 270
17 acres of property that was home to the country club to
18 the current at the time membership for \$3 million. As you
19 can imagine, the dwindling property was difficulty to
20 maintain the membership, and over those same three
21 decades, membership would slowly decline by 75 percent.

1 At or about the same time Tradepoint Atlantic
2 saw the vision of what would become the largest
3 redevelopment project in the country, the board of
4 directors at the country club realized to survive and
5 prosper, they would need to redevelop a portion of the
6 country club property.

7 It was decided in 2015 that the only way to
8 sustain the country club was to carve out a portion of
9 the land, redevelop 70 acres and create a resort-style
10 community on the club's property. The new 306 home
11 community known as the Cove would bring much needed new
12 housing opportunity ties to support the current and
13 future job growth, as well as provide home buyers the
14 unique lifestyle of living at a waterfront country club.

15 While my company embarked on this ten plus year
16 journey filled without own community input meetings and
17 public hearings to obtain state, local and, I'm sorry,
18 county, state and federal permits and approvals, we saw
19 the old steel mill transform into Tradepoint Atlantic.

20 Over this ten-year span, I felt that every time
21 I crossed over the Key Bridge, I would yet see another

1 whitei building pop up and the welcome sight of more
2 newly planted trees. While the steel mill brought
3 economic prosperity, to took a major toll on the
4 environment.

5 What is beautiful about redevelopment is the
6 ability as developers to ride on the coattails of smart
7 growth while implementing best management practices to
8 achieve environmental uplift. In 2021, my company asked
9 to step in and purchase the country club to keep it out
10 of bankruptcy.

11 Prior to and after our purchase, the team at
12 Tradepoint Atlantic has been nothing short of a first-
13 class operation to work with and to learn from. I'm a big
14 believer in taking an outreach first approach to new
15 projects and ideas. This belief is also shared with
16 Tradepoint Atlantic which is probably why we've had such
17 a good working relationship over the last decade.

18 The Sparrows Point Container Terminal project
19 is a once in a lifetime opportunity. Sustainable
20 redevelopment, environmental clean up and significant job
21 creation will have a lasting, positive impact on the

1 community and the environment.

2 I still enjoy sailing on the Patapsco River and
3 I can stand before you tonight and tell you that with 100
4 percent certainty that the waters around Tradepoint
5 Atlantic are significantly cleaner than when I was a kid.
6 The clarity of the water and the year round submerged
7 aquatic vegetation that is flourishing along the
8 shoreline only can happen when environmental factors are
9 improved.

10 I credit much of this improvement to Tradepoint
11 Atlantic's commitment to the environment in collaboration
12 with community, local, state and federal agencies. This
13 year's --

14 MS. ASHLAND: Mr. Conor, can you wrap it up?

15 MR. GILLIGAN: One sentence.

16 MS. ASHLAND: Okay. Great.

17 MR. GILLIGAN: This year, Sparrows Point
18 Country Club is celebrating its 100th anniversary and
19 finds it fitting that we have Sparrows Point Container
20 Terminal project before us, which will help bring back
21 environmental and economic prosperity for the next 100

1 years. Thank you.

2 MS. ASHLAND: Now we'll have Sharon Kihn,
3 followed by Renwood Glenn.

4 MS. KIHN: Good evening. My name is Sharon
5 Keen, it's S-H-A-R-O-N, K-I-H-N. I'm the president of the
6 Chesapeake Gateway Chamber of Commerce, and a lifelong
7 Baltimore resident, nearly 40 of which, 40 years of which
8 have been in eastern Baltimore County.

9 The chamber, originally called the Essex Middle
10 River Chamber of Commerce is a nonprofit organization
11 whose mission is to help local businesses and attract new
12 ones to eastern Baltimore County.

13 During my ten years with the chamber, one of
14 our main focuses has been on revitalizing Essex and other
15 older communities, and we are delighted with the
16 transformation that we see at Sparrows Point.

17 From the beginning, I saw a sincere passion and
18 dedication for the project through the Tradepoint
19 professionals with whom I've had the pleasure of knowing
20 since 2015. As a mom who was driving her son to Sparrows
21 Point High School, I watched a deserted 3,300-acre steel

1 mill be demolished and given new life.

2 We also have been very blessed to, to have had
3 all of the remediation and contamination nearly \$100
4 million spent by Transpoint Atlantic, and they just
5 announced the dedication of 21 acres for beautiful, much
6 needed waterfront park.

7 In my role as Chamber president, I serve on
8 Tradepoint Atlantic's community advisory board and the
9 Chesapeake Gateway Chamber of Commerce as a member of the
10 Sparrows Point alliance. Through this involvement, we've
11 seen firsthand how Tradepoint has been a steward of the
12 community, making significant progress to repurpose the
13 area while paying homage to its history and supporting
14 local schools and nonprofits.

15 We have been involved in the conversation from
16 the beginning through community partner meetings, tours
17 and open houses. Every step of the way, Tradepoint has
18 shown their commitment to transparency and regular
19 communication through their vision and their consistent
20 progress.

21 Today Tradepoint Atlantic has done everything

1 that they said that they would and more. There is one
2 more exciting piece to be put in place at Sparrows Point
3 Container terminal. The Chamber wishes to congratulate
4 Tradepoint on securing the partnership with MSC as the
5 largest shipping company in the world to bring this
6 project to fruition.

7 We are excited that the container terminal will
8 position Baltimore as the third largest port on the east
9 coast. Tradepoint Atlantic is beginning this project
10 with the same commitment to transparency, community
11 engagement and environmental stewardship as they have had
12 all along. They have conducted a thorough independent
13 stud of dredged material for both the northern and
14 southern portion of the channel utilizing a sampling and
15 analysis plan that was reviewed and approved by the USEPA
16 and MDE.

17 We were relieved to hear that the material
18 tested suitable for the proposed balanced approach
19 placement plan. Tradepoint Atlantic will work closely
20 with and obtain agency approval throughout other channel
21 improvement process. Environmental safeguards and best

1 practices are planned, and we have faith that
2 Tradepoint's scientifically based approach will ensure
3 that the material is safely dredged, placed, and managed
4 at a combination of on site and off-site locations.

5
6 In closing, the Chesapeake Gateway Chamber of
7 Commerce believes that Tradepoint Atlantic sets a
8 wonderful example for re-imagining and repurposing a
9 derelict property. Today Sparrows Point generates
10 significant economic, environmental and societal benefits
11 and is turning a community's feeling of loss and
12 disappointment to a feeling of excitement and pride.

13 We strongly support Sparrows Point container
14 terminal project and encourage our federal and state
15 agencies to work closely with Tradepoint Atlantic to help
16 ensure the project's successful completion. Thank you.

17 MS. ASHLAND: Thank you. Up next we have
18 Renwood Glenn, followed by Rob Poleski.

19 MR. GLENN: Thank you. My name is Renwood Glen,
20 I'm a resident of Turner Station, and as I --

21 MS. ASHLAND: Spell your name, please.

1 MR. GLENN: Redwood Glenn, G-L-E-N-N. When I
2 came in, I spoke to the individuals that were both
3 handling the charts, and they was talking about dredging
4 and materials. The one that was most hazardous that no
5 one has mentioned over that is asbestos, which has caused
6 a lot of cancer and lung problems for everybody in this
7 community and all the communities surrounding Bethlehem
8 Steel.

9 I'm just wondering how is that eliminated from
10 being tested? They said because when it's wet, they
11 can't get samples of it, but once you all dredge 50 feet
12 down and then you pull it up and it dry out, you can't
13 test for asbestos? I don't understand, that's the most
14 deadliest thing around here, and everybody, a lot of
15 people have cancer around here, and it's from Sparrows
16 Point asbestos, and now you want to disturb it and, and
17 more people going to get sick, especially the people
18 that's working at Tradepoint.

19 Once you lift it up, the people that work there
20 are going to be, the kids will be having mental and it's
21 just terrible that you not even considering testing

1 asbestos. That's all I have to say. Thank you.

2 MS. ASHLAND: Next we have Rob Poleski,
3 followed by Jack Powell.

4 MR. PULASKI: Good evening. My name is Rob
5 Poleski, P-O-L-E-S-K-I. I'm a retired longshoreman.
6 Behind me, please stand up and be recognized, my brothers
7 and sisters are here. Rich Deep, Craig Wyatt
8 [indiscernible] we all go to work. Thank you.

9 MS. ASHLAND: Next we have Jack Powell,
10 followed by Scott Cowan.

11 MR. JACK POWELL: Good evening. My name is Jack
12 Powell, J-A-C-K-, P-O-W-E-L-L. I'm part of the
13 International Brotherhood of Electrical Workers and union
14 electrician. I started my career at IBW as a first-year
15 apprentice at the first Amazon building in Tradepoint
16 Landing.

17 Before that, I actually worked as a helper,
18 summer helper at the Under Armor building. I spent five
19 years of my apprenticeship at Tradepoint Atlantic working
20 at almost every building on that site. I now make a good
21 livable wage, I'm a journeyman wireman and I'm an

1 organizer in our local union.

2 So Tradepoint Atlantic has been a great partner
3 with the IBW. It has provided for me and my family to be
4 able to afford a house, raise a family, and make a good
5 livable wage, and I look forward to, you know, we
6 definitely support this project for the next generation
7 of apprentices that would be working at this project. So
8 thank you very much.

9 MS. ASHLAND: Next we have Scott Cowan,
10 followed by Patrick Hosford.

11 MR. COWAN: Hi. My name is Scott Cowan, C-O-W-
12 A-N. I am president of International Longshoreman's
13 Association Local 333 here in Baltimore. I represent
14 about 2,400 ILA members.

15 This project is the biggest maritime project on
16 the east and gulf coast in decades. The Port of
17 Baltimore has always been a midlevel container port.
18 Back in the early 80s, most of our containers went south
19 so they didn't have to steam up the bay ten hours.

20 Now with the Howard Street tunnel being
21 repaired and fixed, double stack containers, the rails

1 for Tradepoint Atlantic, the new terminal being built, we
2 will be the third largest container terminal by capacity
3 on the east coast. That's tremendous.

4 Many, many generations of longshoremen worked
5 at Sparrows Point, sending and exporting steel out of
6 this country. My father, my uncles, they worked at the
7 Sparrows Point High pier, Penwood Wharf, loading slabs in
8 ships called the monster. We don't export steel out of
9 here anymore, and we don't do a lot of export out of this
10 country.

11 The new commodity in cargo is containers,
12 that's the prize of the shipping industry. If we don't
13 capitalize on this project, we are going to be left in
14 the dust and ports in other states will expand if we
15 can't.

16 I totally understand what everybody is saying
17 about the environment and I feel like you have to do
18 something here, because if you don't, rain water will
19 continue to wash these contaminants into the bay.

20 Tradepoint Atlantic is going to clean it up, going to cap
21 it, dispose properly of stuff that's been tested and stop

1 those contaminants from going in the bay, all while
2 maintenance the economic engine of the state of Maryland,
3 that's what they call the Port of Baltimore.

4 To keep an engine running, you have to maintain
5 it, and dredging is a necessary maintainer. Again, they
6 did the proper testing, they have the proper plan, let's
7 move forward and put thousands of union jobs to work.
8 Thank you.

9 MS. ASHLAND: Thank you. Next up we have
10 Patrick Hosford followed by Frank Neighoff.

11 MR. HOSFORD: Thank you. Good afternoon. I'm
12 Patrick Hosford, P-A-T-R-I-C-K, H-O-S-F-O-R-D. I'm
13 Director of Strategy Research at the Greater Baltimore
14 Committee, and on behalf of GBC, we strongly support the
15 vision and plan outlined by Tradepoint Atlantic and
16 Sparrows Point container terminal.

17 As the leading voice of the private sector in
18 the Baltimore region, GBC actively collaborates with the
19 private and public sector, partners to foster a dynamic,
20 inclusive regional economy. We are committed to ensuring
21 our region remains a top destination for innovation,

1 capital and sustained investment.

2 The SPCT project represents a transformative
3 once in a generation opportunity for Sparrows Point, the
4 Baltimore region, and the entire state of Maryland with
5 one billion in private investments secured. SPCT is
6 projected to contribute over \$1.5 billion annually to
7 Maryland's GDP. This project will spur significant
8 economic growth, generating over 1,100 well paying jobs
9 in Baltimore with an additional 7,000 jobs connected to
10 the container terminal's operations.

11 Building upon this site's historic economic
12 impact, SBCT long term investment in the Baltimore region
13 is poised to dramatically expand the Port of Baltimore's
14 container capacity as well, and grow Maryland's
15 transportation and logistics sector by 13 percent and
16 increase the Baltimore, the Port of Baltimore's container
17 capacity by 70 percent as well.

18 As responsible stewards, the SBCT project
19 incorporates modern environmental safeguards and best
20 practices for the site's material, fulfilling Tradepoint
21 Atlantic's commitment to clean up and revitalize the

1 former mill.

2 The SPCT project complements other critical
3 investments, such as the Howard Street Tunnel expansion
4 project, namely double stacked cargo transportation
5 throughout the region. SPCT added capacity will attract
6 vessels currently calling other east coast ports due to
7 berth limitations, enhancing Baltimore's competitiveness,
8 ensuring our position on the eastern seaboard.

9 This will further bolster the Port of
10 Baltimore's already significant \$70 billion in economic
11 impact. The sustained and substantial economic impact of
12 the SPCT project is crucial for our region's growing
13 growth and competitiveness. The event, and what
14 underscores all of this is that we are a strategic,
15 logistic, Baltimore is that.

16 The Baltimore region really has the opportunity
17 to solidify this stance as a strategic hub with this
18 project. For all these reasons, we support the SPCT
19 project and its unparalleled economic impact. Thank you
20 all.

21 MS. ASHLAND: Up next we have Frank Neighoff,

1 followed by Mary Kane.

2 MR. NEIGHOFF: I'm Frank Neighoff, N-E-I-G-H-O-
3 F-F. Good evening. I'm Dr. Frank Neighoff, president of
4 Greater North Point Association and the Chesapeake Bay
5 Association. Our officers, directors and members
6 representing all of the property and the communities
7 around Tradepoint Atlantic, as well as the Chesapeake Bay
8 ask you to approve the environmental impact study without
9 delay.

10 501 nonprofit organizations are members of the
11 Sparrows Point Alliance supporting the container
12 terminal. First, it's a foregone conclusion that the
13 container terminal will be built. No one, no
14 organization is going to stop that from happening, nor
15 should they.

16 Second, the old steel mill, once abandoned was
17 an environmental disaster area under the direction of
18 Pete Haye, did an outstanding job of cleaning up the
19 site. They brought in first class tenants who have the
20 potential to remain there for decades, and have created
21 13,000 jobs. We foresee the same standards being applied

1 in the clean up of the container terminal site, including
2 dredging.

3 We are especially pleased Tradepoint has
4 committed to using their blended approach for dredge
5 placement. The container terminal will create thousands
6 of additional jobs, especially high paying union jobs,
7 provide jobs for local businesses and generate revenue
8 for local mom and pop shops. Additionally, it will
9 generate over a million dollars of taxable revenue
10 yearly, benefitting our county and state financial.

11 Finally, as much as the container terminal will
12 be beneficial for our area, it is imperative that our
13 residents, their quality of life and their property
14 values be protected as requirements of the EIS and
15 permitting process.

16 We appreciate your support and welcome the
17 Tradepoint container terminal as a member of our
18 communities. Thank you.

19 MS. ASHLAND: Next up we have Mary Cane,
20 followed by Keith Taylor.

21 MS. KANE: Good evening. It's Mary Kane, M-A-

1 R-Y, K-A-N-E. I am the president and CEO of the Maryland
2 Chamber of Commerce, and we are, we represent 7,000
3 businesses here in the state of Maryland, small, medium
4 and large sized businesses, and I stand before you today
5 as a passionate advocate for Baltimore's economic future.

6 Our mission in the Maryland chamber is clear,
7 to build a Maryland where all businesses and their
8 communities thrive. While we often hear concerns about
9 budgets and new taxes, I ask you to look at the
10 transformative vision being realized right here in our
11 backyard. Tradepoint Atlantic's bold investment in the
12 redevelopment of the former Sparrows Point steel mill has
13 redefined what is possible for our city.

14 Instead of burdening success with more taxes,
15 we must be champions of growth, growth that reinvents an
16 abandoned site into a beacon of opportunity. In 2014,
17 Tradewind Atlantic undertook a herculean effort to clean
18 up and revitalize 3,300-acre industrial wasteland in
19 southeastern Baltimore County, and over the past decade,
20 they have not only remediated decades of environmental
21 neglect, but have also returned thousands of jobs and

1 immeasurable pride to our community.

2 Their commitment has turned a symbol of
3 industrial decline into a catalyst for global commerce
4 and innovation. Today, the proposed Sparrows Point
5 container terminal is a \$1 billion private investment
6 that represents the next monumental phase of our
7 transformation. This project is far more than a
8 redevelopment initiative, it is a generational
9 opportunity to secure Baltimore's economic future.

10 It promises to create 1,100 high paying union
11 jobs immediately with an additional 7,000 jobs ripping
12 through our region while contributing over \$1.57 billion
13 annually to the Maryland GDP. Such a robust influx of
14 investment employment will strengthen our port,
15 revitalize our neighborhoods, and restore Baltimore's
16 status as a national economic powerhouse.

17 Consider the strategic partnership of work
18 here. Locally owned Tradepoint Atlantic in collaboration
19 with Terminal Investment Limited, a subsidiary of MSD,
20 the world's largest shipper embodies a steadfast, long-
21 term commitment to our state. Their vision and initiative

1 are driving a resilient forward-looking economy, and they
2 deserve our full support.

3 Baltimore is at a crossroads. We have
4 successfully navigated a catastrophic situation that just
5 one year ago threatened to shut down our port for months,
6 if not years, but we have come out stronger, and without
7 the assistance of TPC in the clean up efforts, this would
8 not be possible.

9 We just saw the design for every bridge a few
10 weeks ago with sites set up beginning this spring. By
11 embracing the Sparrows Point container terminal project,
12 you are not only endorsing an innovative redevelopment
13 plan, but also investing in a future where our city leads
14 on the national and global stage. This is our moment to
15 transform environmental challenges into economic
16 triumphs, to replace past failures with a bold new
17 chapter of growth and opportunity.

18 I urge you to support this visionary project
19 and to work in concert with federal and state agencies to
20 ensure its success. Let's seize this opportunity to build
21 a stronger, more resilient Baltimore, a city where

1 progress is not just envisioned, but achieved. Thank you.

2 MS. ASHLAND: Next we have Keith Taylor,
3 followed by Rose Donnelly.

4 MR. TAYLOR: Hello, my name is Keith Taylor, K-
5 E-I-T-H, T-A-Y-L-O-R. I'm the president of Sparrows Point
6 Northpoint Historical Society. Real quick, who lives in
7 Sparrows Point? Okay. So everybody else that has been
8 speaking here doesn't live in Sparrows Point? So they are
9 going to agree with the terminal.

10 We want the terminal as well, but we want the
11 dredging done cleanly. So I've lived on the peninsula
12 for 63 years, and I know what's around Cove Point, John,
13 Joe, you guys know what's around Cove Point, right? Of
14 course you do, it's a toxic grenade.

15 I worked at Bethlehem for 12 years as well, and
16 I know exactly what's on Cove Point. Up until fairly
17 recently, most large businesses were driving only
18 exclusively with a single golden line, maximizing
19 profits. In the past few decades, however, more business
20 leaders have recognized that they have a responsibility
21 to do more than simply maximizing profits for

1 shareholders rather than they have a social
2 responsibility to do what's right.

3 There's a triple bottom line, the three P's,
4 not just for the companies, but for people, planet and
5 society at large. So when you take a community's
6 identity, which is our heritage, you crush our spirit.
7 You take, you take profits over people. So the social
8 impacts, the effect an organization's actions have on the
9 well being of a community, a positive difference in
10 society, that's what Tradepoint and the terminal people
11 need to do.

12 I mean, improving health, environment and
13 education. We haven't taken the CVA off the table. Has
14 Tradepoint Atlantic? Going forward, what can TPA
15 terminal limited and all the tenants help with this
16 community? What can we do? What can my organization do,
17 and all these other organizations that have spoke tonight
18 do for the community of Sparrows Point?

19 We are the ones taking all the heat. If you
20 take 2,000 trucks, you're saying 1,500 trucks maxed out,
21 plus the 200 times 75 feet as an average length of a

1 truck, it's 150,000 feet divided by 5,280 feet, and it
2 equates to 28.4 miles bumper to bumper trucks. How can
3 that happen? You can't put that on a peninsula.

4 We got 18 wheelers blowing through Edgemere,
5 five, ten feet away is Edgemere Elementary where the kids
6 play in the playground. One of those trucks go out of
7 control, they're just going to waste 20 kids.

8 Listen, I worked at Bethlehem Steel.
9 Tradepoint Atlantic terminal people, you grow, we grow,
10 that's how it works. So let me know as an organization,
11 as a historical site, what we can do to better this
12 community of Sparrows Point. Thank you very much.

13 MS. ASHLAND: Next up we have Russell Donnelly
14 followed by Holly Marzin.

15 MR. DONNELLY: Good evening, everybody. My
16 name is Russell S. Donnelly, R-U-S-S-E-L-L, middle
17 initial S as in Sam, last name Donnelly, D-O-N-N-E-L-L-Y,
18 representing CCAP [indiscernible] 55 years' worth, 42 in
19 transit.

20 We are not against the growth of Tradepoint,
21 we're not against the terminal project. What we do oppose

1 is the methodology they want to employ for removing that
2 sediment surrounding Sparrows Point. It's not one place
3 clean enough, it's toxic. How can I say something like
4 that? I've been registered in the federal court systems
5 for 30 years as an expert witness for Sparrows Point
6 state and local boards.

7 That's what I study, I'm an environmental
8 scientist, also environmental law. So, the whole thing
9 is we are not opposed to the project, what we don't like
10 is the option of putting any of that material that was
11 deposited over 126 years by the steel companies out of
12 191 outfalls, you don't know where they would end up.
13 That's how they did it, the work, until the laws took in
14 there for water [indiscernible]

15 So the thing is we don't want to go backwards.
16 That's 53 years of hard work. Everybody sitting at these
17 tables knows, and I can name names, or they can name me,
18 but the thing is that was an ongoing, long term
19 expensive, courts, judges, agencies working, citizens
20 involvement, businesses. We have our waterways almost
21 back, minus two parameters of clarity. Once that gets

1 open, just like Middle River, I mean, Middle Branch in
2 the inner harbor.

3 It took a long time to get that back. We don't
4 want to see one project that's going to go through all
5 126 years. [indiscernible] reversed, because if you stir
6 up that stuff, it's going to spread, especially using
7 clam shells or any type of barge. There's a way to do
8 it. We want to see the right way done and have it done
9 safely and removed finally and have it encapsulated and
10 sealed right there. 4.2 million cubic yards of steel
11 waste, and by no way, shape or form was that Tradepoint's
12 problem. They don't generate any if it, they inherited
13 it. So we oppose open [indiscernible] methodology.
14 That's all.

15 MS. ASHLAND: Next up we have Holly Marson,
16 followed by Jennifer Bundy.

17 MS. MARZIN: Good evening. I am Holly Marson,
18 M-A-R-Z-I-N. I am vice president of operations for White
19 Marsh Transport. I am here today hopeful that this
20 meeting allows us all to gracefully think about the facts
21 versus the distractions this grand project can have on

1 your future, the future of many generations to come, and
2 the future of many families struggling in this community.

3 My perspective, unique to many others, is
4 founded from the only privately owned and occupied
5 property within the old steel mill site from 2011 to
6 current. My father was born and raised in this
7 community, graduated from Sparrows Point High School, and
8 actively participates in many community relations.

9 As the second generation of a family owned and
10 operated warehousing business, we deal with nearly 100
11 employes, 52 of which are truck drivers who frequent the
12 Port of Baltimore daily who call this community home. One
13 of my greatest accomplishments is offering them the
14 opportunity to better the cycle for future generations
15 simply with pride of a career, stability and dependable
16 income.

17 The completion and success of this project has
18 a promise to offer this same joy to this community on a
19 much bigger scale. In 2011 we moved part of our
20 operations into a private building on Reservoir Road that
21 stood amongst a 3,300-acre abandoned and desolate

1 industrial site in southeastern Baltimore County.

2 In 2014, we purchased our property when
3 Tradepoint Atlantic also began the daunting task of
4 cleaning and redeveloping the former steel mill. This
5 same building had become the task of also caring for the
6 Sparrows Point historical society's pointer statute from
7 the original administration building, beacon of hope lamp
8 post, and the grand [indiscernible] that proudly welcomes
9 everyone to TPA's beautiful new Sparrows Point family
10 park.

11 We watched the steel mill evolve from what one
12 could compare to a third world country, bleak and
13 lifeless into a promising industrialized compound. Over
14 the last ten years, Tradepoint has continued with their
15 commitment to rectifying the environmental legacy
16 lingering from steel making, yet their vision remains
17 focused on the revitalization of the site and to a new
18 global epicenter.

19 As a mother of four young children, I can
20 understand the concerns other parents, guardians and
21 mentors may have regarding the misconceived processes

1 required to accomplish such an impressive project. More
2 specifically, the impacts dredging, stagnant or settled
3 material from the previous steel mill could have on water
4 quality. I encourage you to do your own research and
5 review the user-friendly website, allowing you to feel
6 more confident and proceed in good faith.

7 The Sparrows Point area is beginning to see the
8 benefits of Tradepoint's environmental and community
9 stewardship as community projects are completed, trees
10 and grass are beginning to flourish, and a new economy is
11 beginning to take shape to a once barren and deserted
12 Baltimore.

13 A thorough economic impact study has concluded
14 that over the next ten years, this project infused
15 Maryland's economy with more than \$1.5 billion each and
16 every year, with the most significant opportunity being
17 those long-term careers to a community that has been
18 wrecked by Covid, the collapse of the Key Bridge, and
19 employment layoffs fueled by a deteriorating economy.

20 The same study highlights those 1,100 ILA union
21 jobs being added and approximately 7,000 long lasting

1 careers, totaling more than an estimated \$305 million in
2 employee compensation alone.

3 For those of you who are questioning the volume
4 of numbers and concerns with traffic flow, Bethlehem
5 Steel at its peak or shall I say its demise, employed
6 31,000 jobs at the Point Mill alone.

7 MS. ASHLAND: Ten seconds left. Please wrap it
8 up.

9 MS. MARZIN: Sparrows Point unemployment rate
10 is currently 5.9 percent, which is one of the highest in
11 the state, along with an increasing crime rate. What can
12 we do here? What can we do you ask? I'm not here to
13 argue the facts or theories, but rather to propose a
14 solution.

15 What [indiscernible] one's career and the
16 opportunity to earn a stable income with the chance for
17 TPA to continue reinvesting in the community, we can
18 confidently offer hope and promise to a community that
19 everyone here has something to gain.

20 MS. ASHLAND: Thank you very much. Next up we
21 have Jennifer Bundy, followed by Linwood Jackson.

1 MS. BUNDY: Hello, I'm Jennifer Bundy, J-E-N-N-
2 I-F-E-R, B-U-N-D-Y. I am a current resident of Sparrows
3 Point, and I am also a former Bethlehem Steel family, and
4 I remember when the steel mill shut down and how scary it
5 was that so many people would be looking for work at the
6 same time outside of the Sparrows Point area to fear
7 about how are we going to be able to provide for our
8 families?

9 I remember the fear of losing the insurance and
10 all of those things. Fast forward many years later, I was
11 able to open a trucking company at Sparrows Point, and I
12 was able to deliver and be a provider and a vendor for
13 many of the tenants in the Tradepoint Atlantic facility.

14 I felt great pride in that. I felt like I was
15 able to then give back to my community, I was able to
16 give good paying jobs, and I'm excited for the good
17 paying jobs that are going to be able to come through
18 this project, so I am in support of it.

19 I think that areas and companies either grow or
20 die, and I have already been a part of the, seeing the
21 death end of it, and now I'm excited as we're seeing all

1 this growth and all this wonderful opportunity. That's
2 all. Thank you.

3 MS. ASHLAND: Next we have Linwood Jackson,
4 followed by Maxine Waters.

5 MR. JACKSON: Good afternoon, everyone. I want
6 Ver body to take a look, you entering the station now.
7 This community has a history for years. I am part of the
8 problem for Sparrows Point, I worked there 30 some years.
9 The last 8 years I was in charge of hazardous waste.

10 It was my job to certify every 55-gallon drum,
11 sealed it, and the only company at that time that would
12 haul that away was Safety Clean. Safety Clean had a
13 million dollars on every truck that went out.

14 The thing that I'm concerned about there's too
15 many balls being juggled in the air, and Turner Station
16 is not included. Tradepoint Atlantic is doing the
17 dredging, right across the water we're doing super fund.
18 My question has been then and now who is going to test
19 this community now, so later on there's not going to be
20 no, super fund did that, though, Tradepoint did that.

21 The thing that I'm concerned about the most is

1 that we are a community. We are last to get served, we
2 are last to get represented, but we're the first ones to
3 die. Tradepoint Atlantic is going to come, don't poke
4 your hand up in the sky thinking it ain't going to come,
5 it's going to come, but it should come with some
6 conditions to make it a healthy project.

7 I live across from my house, I'm on the water,
8 and I will tell the date. I remember when it was all
9 [indiscernible] in a matter of years, Tradepoint Atlantic
10 popped up. Everybody gave them money, the county, the
11 state, the government, not a dime hidden. Everybody just
12 kept getting up.

13 What's got to happen is there's got to be a
14 coordination between the project and the people. Those
15 two. You've got to come to this community and talk to
16 this community and not take one group. You talk to one
17 group, which all of them are not residents, and then you
18 come to a conclusion.

19 My wife had never stepped a foot on Sparrows
20 Point, but she suffered from asbestos because I brought
21 it home. Those are the things that we've got to get

1 [indiscernible] and get back to hazardous waste. One of
2 my things was that the government said, well you've got
3 to control this. Any of these drums get out of your
4 control allegedly back in that time you'd get five years.

5 It never failed. On a weekend before the
6 truck, there could be 35 or 40 drums. Monday when the
7 truck come, it's 8 or 9 drums. Working at Sparrows
8 Point, we threw everything in the water. Those two pipis
9 that they talk about to come out, what they used to do in
10 the morning, they would put African American men in a
11 rowboat and they would take the oars and beat the water
12 because it was so foamy, and then they scoop it up.

13 We've got to understand the [indiscernible]
14 Tradepoint is going to come in here and it's going to be
15 good, but it should be safe, and Turner Station need to
16 be in this discussion. When I hear communities say
17 they've got 7,000 members in their community, we got
18 3,000 and we got one organization.

19 These communities have multiple organizations
20 to represent, so we're asking that you make the effort to
21 contact us and be involved in what you doing. Thank you

1 so much.

2 MS. ASHLAND: Next we have Maxine Waterhouse,
3 followed by Brian Hall. Please spell your name. Thank
4 you.

5 MS. WATERHOUSE: W-A-T-E-R-H-O-U-S-E,
6 Waterhouse, Maxine. Good evening, everyone. My name is
7 Maxine Waterhouse, and I serve as the vice president of
8 the [indiscernible] Association Foundation, MIS
9 Incorporate.

10 I stand before you today as a representation of
11 the [indiscernible] historically significant, resilient
12 and deeply rooted black community that has endured
13 generations of environmental harm. I am here to deliver
14 a clear and firm message.

15 We are opposed to Sparrows Point container
16 terminal unless and until comprehensive environmental
17 testing and monitoring are conducted before and during
18 and after this project.

19 Before, Turner Stateion has been a dumping
20 ground for industrial pollution, toxic waste,
21 environmental neglect. The legacy of Sparrows Point

1 industrial operations has left behind poison water waste,
2 contamination, toxic air, and that has impacted the
3 health of our residents, our children, our eldest and
4 families.

5 Today we say enough is enough. The
6 environmental public health crisis in Turner Station, the
7 residents of Turner Station have endured elevated rates
8 of asthma, respiratory illnesses, cancer, conditions
9 linked to prolonged exposure to industrial pollutants,
10 contaminated soil and water due to decades of hazardous
11 runoff from Sparrows Point steel mills and chemical
12 facilities, a systematic lack of transparency regarding
13 environmental monitoring and accountability for past
14 damage.

15 This project, if approved, will follow proper
16 safeguards, will perpetrate, sorry. Will perpetrate, I'm
17 sorry, I apologize. I hit the button and lost my page.
18 Independent third-party testing [indiscernible] water and
19 air quality must be conducted before any construction
20 occurs.

21 This data must be made public to ensure

1 transparency. Continuous environmental monitoring during
2 and after construction, real time air and water quality
3 monitoring must be implemented throughout the
4 construction and operation of this terminal.

5 [indiscernible] must be made available to ensure
6 community oversight, health aspect assessments and
7 legally binding protections for residents. Residents
8 deserve a full-scale health impact study that assesses
9 the long-term consequences of industrial pollution.

10 If pollution levels increase beyond safe
11 thresholds, legal and financial remedies must be provided
12 to effective residents. No permits until environmental
13 justice is guaranteed. If this project does not meet the
14 requirements of National Environment Policy act and
15 executive order 14-008 of Environmental Justice, then it
16 should not be approved.

17 This is an environmental justice tool already
18 classifies Turner Station as a disadvantaged community,
19 meaning the federal and state agencies have a legal and
20 moral obligation to prioritize health over corporate
21 interest. We will not allow this project to proceed

1 without safeguards that protect our homes, our health and
2 our future. No environmental justice, no project.

3 [indiscernible] clean air and water and
4 environmental justice for decades.

5 MS. ASHLAND: Five seconds.

6 MS. WATERHOUSE: We refuse to be ignored any
7 longer. I'm almost finished. Let me be clear. With our
8 demands not met, we will explore every legal, regulatory,
9 public, FPC avenue to stop this project.

10 The Army Corps of Engineers and Maryland
11 Department of Environment must uphold their duty to
12 protect the people of Turner Station. We demand a formal
13 response detailing how these concerns will be addressed
14 before any permits are considered. No justice, no
15 project. Thank you.

16 MS. ASHLAND: Next up, we have Brian Hall
17 followed by Austin Demarest.

18 MR. HALL: Hello, I'm Brian Hall, B-R-I-A-N, H-
19 A-L-L. I live about 500 feet away from Tradepoint
20 Atlantic. My comments are going to go back to the time
21 at Bethlehem Steel and not Tradepoint. Since Tradepoint

1 took over, it's been phenomenal, the way the water is
2 cleaned up, the air is cleaned up, it's absolutely
3 amazing.

4 So I'm also representing the local community
5 associations, the Chesapeake Bay Association, and the
6 Fort Howard community association. I'd like to go back a
7 little bit about the history. On Wharf Road, I'd like to
8 limit this to the Jones Creek mitigation. Along Wharf
9 Road back in the early 50s, 1/3 of Jones Creek was filled
10 in with the railroad alignment and the Wharf Road. So we
11 lost 1/3 or better of our waterway.

12 Then we also had a lot of solids. Now, these
13 weren't pollutants, these were sewage solids and runoff
14 that came into Jones Creek, which actually over in 50 or
15 60 years or so added a lot of sediment. The good news is
16 the sediment was tested two times when the Corps issued a
17 permit for a dredging that we had, because the creek was
18 silting in, you couldn't get in and out of it, so we had
19 some dredging, and that leads us to, to the mitigation.

20 You are talking about pulling land back, and
21 for the coal pier that is going, let's see if we can work

1 to consider working with a permit applicant or Baltimore
2 County by the way, to use the waterway bottom removed
3 from the coal pier channel to be part of granting the
4 permit.

5 So you guys want to restore that lost bottom,
6 and tis is gong to be great. Now, another thing that
7 happened, and this is well before Drake Point, and it
8 doesn't happen anymore. Bethlehem Steel at the old
9 Penwood Pier that's falling down, they had converted
10 liberty ships and those victory ships. They were bigger,
11 the propellers are 20.5 feet in diameter. Right at the
12 end of that channel was dredged and right where the edge
13 of that town was dredged, it goes to three foot deep
14 where the Craig Hill range light sits.

15 So if anybody is, you gun it, you see, imagine
16 a 20-foot ship blowing that right into Jones Creek. So it
17 was clogging our channel, it would be, mud streams would
18 go past my house. That was the one when the ships don't
19 come in anymore, but they put a, they put a barrier, just
20 like you have a glass barrier at the airport. It was a
21 blast barrier to stop that sediment coming in. So thank

1 you for your considerations.

2 MS. ASHLAND: Next we have Austin Demerest,
3 followed by Joseph Vravlic.

4 MR. DEMAREST: D-E-M-A-R-E-S-T, and I'm a local
5 community member that lives on the water. The only
6 concern that I have with the project, I'm not against the
7 project, is what are the long-term effects of obviously
8 you're going to be dredging in a clam shell bucket, those
9 sediments are obviously going to transport, I'm sure
10 there's plenty of scientists that have modeled sediment
11 transport within the Chesapeake Bay and have even looked
12 at that specific area.

13 So based on what I, I came in late, so I didn't
14 get a chance to look at all this that we have here, but
15 as a concerned community member, I think that there needs
16 to be some sort of long-term agreement with all of the
17 ship traffic that's going to be coming in, the removal of
18 the sediment which contains toxins needs to be remediated
19 in adjacent areas.

20 From what I saw in the brief posters, it's just
21 directly the left side of Jones Creek, and I think that

1 that needs to be expanded because there is obviously
2 going to be sediments that are going to be blown into
3 Jones Creek as the last guy just mentioned, from the ship
4 transport, and I think that there needs to be some sort
5 of agreement between Tradepoint Atlantic and I don't know
6 if the county or Army Corps of Engineers, where they are
7 going to continuously remove fine sediments from Jones
8 Creek so that the community members aren't going to lose
9 access to the waterfront that they have, and on top of
10 that also there needs to be some sort of monitoring to
11 ensure that whatever toxins are going to be released,
12 because there's no way they're going to be able to remove
13 all of it, that's just a fact.

14 So we just need to be aware that there needs to
15 be some sort of long-term mitigation that occurs, as well
16 as dredging that's occurring along the adjacent
17 properties, that's going to be bloomed into the Jones
18 Creek area. I am a biologist by trade, so I'm well aware
19 of all of that, sediment transport, I worked on wetlands
20 my entire life, but yeah, there's a lot of concern with
21 that, and I think that there needs to be some valiant

1 effort to go back within Jones Creek after this process
2 takes place to construct a port, and then look at the
3 adjacent property areas.

4 That needs to be in agreement where they are
5 going to maintain accessibility within Jones Creek as
6 well, because it's not fair to the local community
7 members if all of a sudden all the [indiscernible] and
8 there's going to be toxins that are within that. No
9 matter what type of screen that you guys plan to use,
10 whatever type of removal with sediment transport, it's
11 going to distribute throughout that bay, no matter what
12 you guys do. I am not aware of any specific methods
13 where you can eliminate that completely.

14 So as a concerned community member, I would
15 just like to make sure that that effort is taking place,
16 and there is a long-term effort to ensure that the
17 [indiscernible] for the community members, and not just
18 for the commerce that's going to occur in the area. Thank
19 you.

20 MS. ASHLAND: Next we have Joseph Rubillo
21 followed by Don Mohder.

1 MR. VRAVLIC: It's Joseph Vravlic, I live on
2 Jones Creek. My last name is spelled V-R-A-V-L-I-C. One
3 thing that it's hard for me to understand is I understand
4 you've got, you're doing dredging, and all that has to be
5 put somewhere. But what I don't understand is you're
6 going to do more dredging than I think in my personal
7 opinion could be unnecessary and take out the coastline
8 on Jones Creek all the way over on the side where the
9 yacht clubs are at, and then all the way around the point
10 and then you've got to get rid of all that material
11 again.

12 So what I was thinking that why would you do
13 that? You've got to get back, but when they did, you
14 know, Miller Island when I was young, I don't remember
15 them saying they had to dig the land up for the Eastern
16 Shore or to, you know, add onto it, and it's not going to
17 change the tides or anything.

18 You're taking more land away, and with the
19 erosion and all that, why are you going to take more land
20 away to get more water? So my question is why wouldn't
21 you just leave that all alone, and then all the money

1 that you can save from all dredging which you're going to
2 disturb all the stuff that's underneath of there, that
3 was all fill from years ago like some of the old people
4 told me that worked at Sparrows Point.

5 There's skulls down there and they filled that,
6 so you've got to dig all that out and you've got to put
7 that someplace. But if you leave them alone and, you
8 know, clean it up a little bit, leave the coastline
9 alone, it solves the problem, and then all that money
10 that would be saved from all that dredging maybe you
11 could put back into the community. That's my question.

12 I don't understand why they're going to disturb
13 that coastline, because they live on that creek, and when
14 they start dredging, that creek is going to be muddy. You
15 can't stop the tide from coming in and going out. Thank
16 you.

17 MS. ASHLAND: Next up is Don Molder.

18 MR. MOHDER: Good evening. I am Don Molder, D-
19 O-N, M-O-H-L-E-R. Thank you for this opportunity to
20 address your group this evening. I am a former Baltimore
21 County executive and currently the chair of the Sparrows

1 Point Alliance which is a broad-based community coalition
2 of community and business groups that has come together
3 to support this transformational project.

4 As I was sitting there, why am I so proud of
5 this project? It's also because I feel a special
6 connection to Eastern Baltimore County having spent a
7 third of my career over here as an assistant principal at
8 Dundalk High School and then principal at Sparrows Point
9 Middle School. So there are a lot of friends in this room
10 tonight.

11 I was proud to be at the table when Baltimore
12 County reached an agreement with Tradepoint Atlantic in
13 2014 to transfer, to transform rather the 3,300 acres of
14 land in Sparrows Point that was contaminated due to
15 decades of abuse by an aging steel mill.

16 Tradepoint had a vision and they delivered. In
17 fact, they've gone above and beyond their wildest dreams.
18 Past in this case is indeed prolonged, and I have no
19 doubt that Tradepoint will deliver again. It was
20 interesting to me tonight how many people got up and
21 talked about how much cleaner the water is today than it

1 was ten years ago.

2 It's really gratifying, and I would remind
3 everyone that the reason that water is clearer today than
4 it was ten years ago is because of Tradepoint Atlantic's
5 commitment to the environmental cleanup.

6 As we discuss the project tonight, let's not,
7 this project will add 1,100 high paying union jobs, and
8 another 7 to 8,000 indirect jobs associated with port
9 expansion. It is the most important job engine in the
10 state of Maryland. You cannot exaggerate it, you cannot
11 overstate it. It is the most important job engine in the
12 state of Maryland.

13 It involves 1.1 billion dollars of private
14 investment that will grow the economy not only of eastern
15 Baltimore County and the state, but up and down the east
16 coast all the way to the Midwest. I will let the
17 scientists go into detail about the dredging, but here is
18 what I know so far. An independent study found that 89
19 percent of the dredge material from the north and south
20 channels of Sparrows Point channel is considered suitable
21 for onsite or off-site upwind placement.

1 I am very happy that in this hearing, facts
2 still matter. It's, facts make a difference, and when you
3 sit down to evaluate this project, you will decide on the
4 facts. I will also say that a few questions have been
5 asked about traffic, I'll close with this very briefly.

6 None of us want traffic, truck traffic coming
7 through our neighborhoods. I think it's a very fair point
8 that individuals raise. If you have not seen it, it was
9 referenced earlier. The website spctmd.com, there's a
10 bunch of information on there.

11 There's a series of reports by Baltimore County
12 news legend Jamie Costello, and in the last one, Jamie
13 interviewed me and we asked the Tradepoint staff to show
14 us exactly where the trucks would go on this property.
15 We got in his car, you can see it, spctmd.com, we got in,
16 we tracked the route. They will go directly through the
17 property of Tradepoint, they'll come out by that main
18 entrance where you know the Royal Farm is, and across the
19 street you can almost throw a football, there's an
20 interstate highway.

21 So I feel confident there will be no impact on

1 the community to the truck traffic. Thank you very
2 much, and I appreciate your time tonight.

3 MS. ASHLAND: I believe we have been joined by
4 a staffer from Senator Van Hollen's office. If you're
5 here, we'd like to recognize you to provide comment.
6 Thank you.

7 So everyone who has signed up at the
8 registration table that indicated that they would like to
9 provide testimony tonight has been given that
10 opportunity. If you've been sitting here and you weren't
11 quite sure when you came in if you wanted to comment and
12 you have changed your mind, now is the time to do that,
13 because we're going to wrap up soon.

14 So I'd like to just pause for a minute here a
15 couple seconds and see if anyone in the room would like
16 to provide, has changed their mind and would like to
17 provide any public comment tonight. Yes? Sure. Please
18 come up to the microphone and state your name and spell
19 your name.

20 MR. DOYLE: My name is Craig Doyle, I live in
21 the Edgemere area. Everybody says they live in Sparrows

1 Point, but the truth of the matter is they don't live in
2 Sparrows Point. Sparrows Point --

3 MS. ASHLAND: Can you spell your name, sir?

4 MR. DOYLE: Oh, sorry. D-O-Y-L-E, Craig. So
5 the truth of the matter is Sparrows Point is Sparrows
6 Point, Edgemere is Edgemere, Fort Howard is Fort Howard,
7 Millers Island is Millers Island, Lodge Forest, okay,
8 those are the areas they live in, or Turner Station.

9 I have the benefit of living in Sparrows Point.
10 How many people here have lived in Sparrows Point? Not
11 many. Okay. I lived on 6th Street.

12 UNIDENTIFIED SPEAKER: 21219, that's where I
13 live.

14 MR. DOYLE: Exactly right. Okay. Interesting
15 enough, Sparrows Point doesn't have, should have its own
16 zip code, okay? The rest of the communities don't
17 really, should have a different zip code. Honestly.
18 Okay. Or Sparrows Point Tradepoint, you should have your
19 own zip code.

20 Secondly, the truck traffic, okay. Keith is
21 right, that truck traffic is really going to be a

1 nightmare. Now, I know you're telling me that it's not
2 going to come into Edgemere, okay, it's going to come
3 down maybe the beltway. I understand that. I saw it in
4 your traffic pattern stuff, okay?

5 But believe me, if you ask anybody in Fort
6 Howard or anybody in Edgemere, there are trucks that get
7 lost, and they get into Edgemere, and they can't turn
8 around. That's the absolute truth. Talk to some people
9 in Fort Howard at the end of the Fort Howard Road, that's
10 Old North Point Bouevard.

11 There's a place down there where they can't
12 turn around. Now, I don't know what's going on with the
13 GPS that's out there, or directions that Tradepoint puts
14 out there, okay, but you've got to clean that up, and
15 keep this right. We don't want any accidents with any
16 trucks either carrying any kind of hazardous materials,
17 okay, or anything that comes falling off those trucks,
18 and there's kids around. That would be an absolute
19 catastrophe.

20 As far as, as far as the mitigation, okay, for
21 your dredge site, now, my concerns are this. A gentleman

1 just spoke about it. Why do you really need to disturb
2 all that property? Okay? It's funny, because Heart
3 Miller Island, okay, is a huge duct, don't you agree?
4 Where is the open water created from that site? Was
5 there any? How about Masonville? Where is that
6 mitigation site? Where did you open water from that
7 site?

8 Is this something new that I'm aware of? Is
9 this something that just came down, okay, from MDE or DNR
10 that you have to create equal amounts of open water? How
11 about Cox Creek? Is there one for that? Or where is it?
12 I have no idea where it's at. I sat on the Heart Miller
13 oversight committee for 20 years, I never heard of it. So
14 it's interesting that you have to do that, and displacing
15 the [indiscernible] and things like that. I don't know
16 about that, that's a little shady in my book, okay?

17 The other thing is the removal, and I'll make
18 this quick, the removal of "Jazz Point." That's the slag
19 point. If you live in Fort Howard, okay, you're going to
20 take away a breakwater that's going to put an enormous
21 burden on that shoreline. There is some shallower water

1 on Sunken Island, okay, that acts as a deterrent, but you
2 remove that slag point, you're asking for trouble.

3 MS. ASHLAND: Can you wrap up your comments,
4 please?

5 MR. DOYLE: Thank you for your time. I do like
6 Tradepoint, I like what you've been doing. Be very
7 careful.

8 MS. ASHLAND: Is there anyone else who would
9 like to provide public comment tonight? Yes, please come
10 to the microphone and state your name and spell your
11 name.

12 MR. THOMAS: Good evening. I'm David Thomas, D-
13 A-V-I-D, T-H-O-M-A-S. For the last 15 years or so, I've
14 been the legislative director of the Chesapeake Bay
15 Outclubs Association, and for the last few years, I've
16 been the legislative director of the National Boating
17 Foundation.

18 There are two yacht clubs that are impacted by
19 the proposed project, and that is Pleasant and North
20 Point yacht clubs. Ironically there's been a lot of
21 comment about dredging tonight, and my thought is that

1 rather than dredging those two yacht clubs away, don't
2 disturb there, find some alternative mitigation such as
3 waterway improvement, water line improvement, oyster
4 reef, abandoned and derelict vessels, a declined
5 environmental impact in the area, and let that count
6 rather than the square footage of tidal water that is
7 being taken away.

8 The irony of it is that that is actually a
9 measurement of the surface area of the water. The truth
10 of it is with all this dredging, a tremendous increase in
11 the volume of tidal water in the immediate area. So my
12 idea is if you leave the two yacht clubs there alone,
13 you've got scores of recreational boaters and boats that
14 can remain undisturbed, and you'll be dredging less,
15 therefore there will be less concern about what to do
16 with the spoils.

17 To compensate for the areas, the surface areas
18 of water that are being taken away, you can be doing good
19 and constructive things. I have an alternative
20 mitigation. One of them that's right around the corner
21 on the back river, there have been tremendous private

1 efforts there to deal with the abandoned and derelict
2 vessels, and that's something that CBYCA and the National
3 Boating Federation have been concerned with.

4 I think it is true and accurate the testimony
5 that was in the legislature recently that we're on the
6 cusp of many fiberglass boats coming to the end of their
7 life, and they're all around in the bay. If that can be
8 given as an alternative there, it would truly be a
9 win/win/win, because you'd have improvement of the
10 waterway, the recreational boating there will survive,
11 and you would have a benefit by mitigating these
12 environmental impacts that are more significant and more
13 deleterious.

14 On page 15 of the literature tonight, it says
15 the proposed SPCT project is not expected to impact long
16 term recreation or fishing in the project area. Well,
17 those two yacht clubs stand to take a hit, and I see
18 where one of the people at the Board of Governors
19 meeting, the CBYCA, Otter Point Yacht Club is here
20 tonight on the Board of Governors with me.

21 So that's the idea that I think is a

1 constructive, I realize I'm out of time. Supportive is
2 great. I'm a Baltimore native, I grew up here, I went
3 through the public school system in Baltimore before I
4 went away to college and law school, so I'm very
5 supportive of the project.

6 But here's the way it can be tweaked and
7 improved in a win/win/win.

8 MS. ASHLAND: Is there anyone else who would
9 like to provide comment tonight? Please state your name
10 and spell your name.

11 MS. SCOTT: My name is Renee Scott. I'm a
12 resident of --

13 MS. ASHLAND: Can you spell your name, please?
14 Can you spell your name, please?

15 MS. SCOTT: Renee Scott, you know Renee, R-E-N-
16 E-E, Scott, S-C-O-T-T. Now, I came up here to say I
17 remember coming to a couple meetings, you know, we were
18 talking about all of this stuff on recorded lines and
19 other things, and you all just saying all this stuff.

20 We asked you all questions like if you all
21 going on with this project and we don't want it, if the

1 communities don't want it, can they do anything to stop
2 it? And if they can't, what can they do?

3 You all, you know, you responded and you told
4 us that communities can stop it. You told us what to do,
5 and we been taking the steps, you understand? Now, we
6 had a job about the testing for who knows how long, what
7 can we do to help you move forward is what you say? I
8 don't like the word forward, when you ain't even did what
9 you did, you know, in the past or now. So ain't nothing
10 going to get after that.

11 You told us that you would test the land before
12 doing and even after. Then, you know, we even went
13 further and asked, what are you testing it against?
14 Because if you all ain't never [indiscernible] in Turner
15 station, how do you know what you measuring? Whatever,
16 with whatever, because a lot of people, every family in
17 Turner Station have been affected by the asbestos back in
18 the day. Everybody has had somebody in their family
19 affected with that stuff.

20 Now, just talking about recklessly, you know,
21 amazing how you all telling me you all going to go down

1 here with a tanker in the water and try to cover up
2 anything that could be wrong. Well, how wonderful is
3 that, you can do that. I didn't ever know people could do
4 that, you know? But I don't buy none of this. Honestly,
5 I'm against all of this.

6 Really it's sad that, you know, I see, and I'm
7 being honest, because I came to tell the truth. It
8 amazes me how much people support this stuff, so they can
9 live by this stuff. If you all supporting this like this
10 and you all not [indiscernible] like that, I mean, that's
11 a problem, because my thing is okay, you all are going to
12 test, but what are you all finding, because people
13 waiting for the [indiscernible] you all saying you all
14 are going to give us. People waiting for that.

15 You all got that yet? Because we've been
16 asking you all coming down here. It was on a recorded
17 line, so you all can go back and look at it and listen to
18 it or whatever, because we come to all these meetings,
19 we've been asking this for awhile, and you all keep
20 telling us, oh, we want to show you what we got.

21 All this was going on with the Millers Island

1 thing. We still ain't got no data. I rebuke all of this
2 stuff, because it ain't right. It ain't good for our
3 health. You all didn't test the land, the sea, we don't
4 know what we're breathing in. Most people got affected to
5 whatever goes on around you, all of these industries
6 around here, and you got Water's Edge, you got the other
7 communities, you got Turner Station, you all don't care
8 nothing about human life, because you all don't have to
9 deal with it.

10 Take some of that stuff home, you all live with
11 it for awhile. Play in it, let your kids get up on the
12 mold and play in it. Let me see a video of you letting
13 your kids grow up in it and having fun in it and then
14 come back and tell me how the way you all feel in a
15 couple of years, because it ain't going to last.

16 Now, let me say this. I don't need the mic. Let
17 me say this. If you all don't test the land and the sea
18 and you all keep moving forward, you all are going to
19 have a problem. You all are really going to have a
20 problem, because that's inhumane. You can't sit here and
21 try to put the lives of a lot of people in jeopardy. Are

1 you serious right now?

2 If you can go and you all can live off this
3 stuff, if you all dredge this stuff, while you all
4 dredging, I want all the supporters to go down there and
5 stay down there while you all dredging, all of that. If
6 don't nobody get sick, keep going. If you all don't have
7 no problems, keep going, and I'll be interested, you
8 know, it's crazy how the way, you know, people said that
9 they really care about human life, and hear about
10 communities that they've lived in and half the people
11 that call themselves being helpful to be organizing
12 things for the community don't even live in the
13 community, but they saying yeah, that everything that can
14 destroy people's lives.

15 We have lost people down here because of the
16 stuff that was done down there. We are not doing that no
17 more. I would be, you all do whatever you need to do, but
18 I don't [indiscernible] with it, and you all need to --

19 MS. ASHLAND: If you can wrap up your --

20 MS. SCOTT: I know my time is up. I'm leaving.

21 But you all are going to have to go home, you all are

1 going to have to live with this, and you all have to
2 understand, what you put up in the air, it comes back. So
3 believe and understand that whatever you all doing, you
4 all ignoring what everybody is telling you all because
5 they worrying about their lives.

6 You all are going to have to deal with that,
7 too. All you all supporters, you all have to deal with
8 that, too, because you all for that stuff, and you all
9 don't live down here with this stuff. You all can't live
10 down here with this stuff. Again, you all go ahead and
11 have you all a good night.

12 MS. ASHLAND: Please state your name and spell
13 your name.

14 MR. CRIZER: Ed Crizer, C-R-I-Z-E-R. It does
15 seem like there's a lot of outside influence in the room,
16 so it is good to hear from my Sparrows Point/Edgemere
17 neighbors.

18 I do have, I do take exception with all the,
19 and I know we have regulations that you guys are abiding
20 by, but to cut the yacht clubs, take that land, the whole
21 place, we lost the whole creek there. Humphreys Creek is

1 gone, there's a little tiny pond, you know, so the whole
2 place has been covered over in slag over the years and
3 filled and everything else.

4 We have been dealing with Tradepoint for over
5 ten years, with Northpoint counsel, myself and Fran, and
6 we went through most of the projects with them and worked
7 as a partnership. I'm not here against or in favor, but,
8 you know, Tradepoint told us that the biggest problem we
9 would have liked to have seen is some remediation on all
10 the shorelines all the way around, but they got no credit
11 for it.

12 So that is the reason that the groups, the
13 environmental groups or the agencies are asking for the
14 removal of these parcels of land. The whole place is an
15 exception to the state of Maryland, right, it's a steel
16 mill. How many steel mills closed down and are left with
17 this environmental nightmare?

18 We understand, I'm talking Maryland. So it's
19 not like the Maryland regs are, you know, applied to
20 everything here. So, you know, shoreline remediation I
21 think would be a good one, if we could get some kind of

1 exception and, you know, maybe reconsider removal of the
2 different parcels of land. I appreciate your time.

3 MS. ASHLAND: Can you state your name and spell
4 your name?

5 MR. HORBATH: Yes. John, J-O-H-N, Horbath, H-O-
6 R-B-A-T-H. As I'm looking at these numbers, we're talking
7 about making a lot of changes, I mean, a lot of money.
8 If I could buy \$3.5 million salaries by 8,400 employees,
9 I'm getting \$36,000 a year. I cannot live on \$36,000 a
10 year. I'm a [indiscernible] teacher, I make way more
11 than \$36,000 a year.

12 So if we are going to impact all these
13 communities for \$36,000 a year jobs, we are still, those
14 people are still going to be on state funded programs.
15 That, I mean, I did the math and I couldn't believe it.
16 So I hope that we're not talking jobs where it's \$15 and
17 \$18 an hour, because that's what I got, \$305 million
18 divided by 8,400 employees equal \$36,000, disrupting the
19 environment. If those numbers are wrong, that makes me
20 all of a sudden not really trust this. That's all I have
21 to say.

1 MS. ASHLAND: Is there anyone else who would
2 like to provide comment tonight? Please state your name
3 and spell your name.

4 MS. WYNN: My name is Karen Wynn, K-A-R-E-N,
5 Wynn, W-Y-N-N. I was indecisive of whether I was going
6 to speak. I appreciate that you all are here listening to
7 everyone's concerns. I think you need to take into
8 consideration everyone's concerns.

9 I am representing Maryland Waterways
10 Foundation, I'm the cofounder and executive director, and
11 actually my partner, Sam Wayfurn and I, we are the
12 organization that this gentleman was talking about with
13 the derelict boats.

14 I don't really understand why the land needs to
15 be destroyed. The historic yacht clubs, I've been a
16 member of a couple of different yacht clubs. If we could
17 save the yacht clubs, that land, and put it towards
18 restoration in other ways, there's a lot of projects that
19 really need to be done in the area.

20 I support the project, I think it's going to
21 bring in a lot of good jobs, improve the economy. It's

1 going to improve the environment with what they're going
2 to do. I mean, who else would have the vision to come in
3 and look at this, I'll be honest, I was interviewed by
4 administration when Tradepoint first came in about what
5 this, you know, area looked like.

6 They talked to me for about 20 minutes. All
7 they put on the news was it looks like a zombie movie,
8 and that's what it did. It looked like a perfect zombie
9 moving setting. Tradepoint, I met Aaron when he first
10 came in. Everything he has promised, along with everybody
11 else, with Kristen, they would come in and sit down and
12 talk to you at anytime. Any community.

13 I know they worked with every community that is
14 here. They have supported, TIL has supported already, you
15 know, coming in, and if they can't do something for you,
16 they work through. They've helped some communities with
17 resolving issues, just intermingling, inner fighting.
18 They've been here, and they've been completely
19 transparent.

20 I think we need to continue to be completely
21 transparent and have dual control, work with you all and

1 continue to be transparent and use the, the best
2 procedures possible to make sure this project goes
3 smoothly, cleanly, and that people understand and are
4 educated on what has happened. That is the biggest
5 problem. There's been a lot of misinformation with the
6 project, with the dredge going to Heart Miller. We just
7 need people to actually really understand, putting it
8 into layman's terms and help people understand and make
9 sure the project goes smoothly. Thank you.

10 MS. ASHLAND: Please state and spell your name
11 when you get to the microphone.

12 MR. SEFA: Hi, my name is Carl Sefa, S-E-F-A.
13 I'd just like to give you a little history. I was in the
14 Coastguard and I was stationed all up and down the
15 Chesapeake Bay, Still Pond, Annapolis, Curtis Bay, Ocean
16 City, I've been all up and down. I've seen the clam
17 dredging, and it causes silt to build out.

18 Now, I live on Jones Creek with my fiancé, and
19 this past summer my son, my grandson and my son went
20 swimming in the creek, and she told me like ten years ago
21 the creek was red. So Tradepoint has cleaned it up, but

1 what is this dredging going to do? I mean, my grandson
2 coming down and swimming, I mean, yes you say the long
3 term, but what about the short term?

4 How long is it going to be before my grandson
5 can go swimming in that creek again? How long is it going
6 to be before that creek is live again? Because I went
7 off my pier, I could catch crabs now, I could catch fish.
8 What is that going to do to that creek now that, you
9 know, you're dredging, and that silt, I mean, like I
10 said, I was in the Coastguard so I know that silt goes a
11 lot further than what they're saying, 300 feet.

12 That creek will become muddy and cloudy, and
13 with the ships coming in, it is all going to become muddy
14 and cloudy. Also, you're causing more and more, obviously
15 more and more traffic is going to be coming up and down
16 the bay. The same thing happened to Key Bridge. I mean,
17 it can also happen now that you're causing more traffic
18 to come in to the Chesapeake Bay Bridge, because that is
19 one of the bridges that is on the list as the same, as in
20 the United States, there's 80 of them on the list that it
21 happened to. That can also happen to the Chesapeake Bay

1 Bridge.

2 So are they going to start building stuff
3 around the bridge? Or is Tradepoint going to help out
4 with the bridges down there? What is, what impact are
5 they going to have on that?

6 Also, I mean, I think they really need to look
7 into the community and say, you know, if Jones Creek is
8 going to get clogged up with all this silt stuff, what
9 can we do to help those people? You know? What can we
10 do to make sure that that water is clean and safe,
11 because like I said, they've done a lot, and I have no
12 problem with my grandson swimming. But if it's all cloudy
13 and it comes back again, then I feel like we are the ones
14 that are punished, and all it is is for the almighty
15 dollar, and I don't want it to be for the almighty
16 dollar.

17 I am all for, I'm a business owner, I'm all
18 for, you know, making money, but you've also got to look
19 out for your community, too. That's all I have to say.

20 MS. ASHLAND: Is there anyone else who would
21 like to provide testimony tonight that hasn't? Okay.

1 Well, thank you very much for attending tonight. As a
2 reminder, instructions for submitting comments can be
3 found in the back of the room and also on the websites.
4 I'm going to turn it over to John Stewart and Joseph
5 Davia to close out the hearing. Thank you.

6 MR. STEWART: The formal hearing record will
7 remain open until Friday, March 21, 2025. All
8 correspondence must be postmarked or emailed by this
9 date. At the sign-in table, there are sheets explaining
10 how to submit additional comments. Please forward any
11 additional comments that you would like to make for the
12 record to, to Matthew Wallach at
13 matthew.wallach@maryland.gov or by email at Maryland
14 Department of Environment c/o Matt Wallach, Tidal
15 Wetlands Division, 1800 Washington Boulevard, Suite 430,
16 Baltimore, Maryland 21230.

17 After the record closes, the department will
18 review and consider all the comments it received during
19 the comment period. If necessary, the department may
20 request additional information from the applicant to
21 address certain comments.

1 After all relevant issues have been resolved,
2 the department will make its decision and final report
3 and recommendation to the wetlands administrator for the
4 board, who shall then present the proposed project for
5 decision at a public meeting of the board in accordance
6 with COMAR chapter 23.02.04.

7 The board's decision will be final, and there
8 will be no further opportunity for administrative review.
9 Any person with standing may petition for judicial review
10 of the board's decision in the Circuit Court of Baltimore
11 County. The petition for judicial review must be filed
12 within 30 days of the board's decision.

13 The public comments received will also be
14 considered by the department when rendering a decision on
15 certification request number 24-WQC-0045. The department
16 is obligated to issue, deny, or waive certification of
17 the project by December 3, 2025. The department's
18 decision and accompanying information will be sent to the
19 interested persons list, the applicant, and the Corps.

20 Any person who is aggrieved by the department's
21 decision may appeal the decision by filing a written

1 request within 30 days of the publication of the WQC
2 decision in accordance with COMAR 26.08.02.10F(4).

3 If you're unsure if you are on the interested
4 persons list, please ensure your name is added to the
5 signature sheets at the front desk, and your name will be
6 added to the list. So before you leave tonight, make sure
7 you, if you don't remember if you signed in, put your
8 name on the list, that's how you become an interested
9 person. Thank you, and I'll turn it over to --

10 MR. DAVIA: Thank you, John. All right. We're
11 at the end. On behalf of the Corps of Engineers and the
12 Maryland Department of Environment, thank you for your
13 attendance. Thank you for your comments, they're very
14 important to us.

15 Please be reminded that the public comment
16 period for this project extends to March 21, 2025. The
17 Corps and MDE thank you for your attendance this evening
18 and for your attention. This public hearing is adjourned.

19 (Hearing adjourned.)
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TRANSCRIBER'S CERTIFICATE

I, Dana Dezarn, hereby certify that I transcribed from audio file the proceedings to the best of my ability in the foregoing-entitled matter; and I further certify that the foregoing is a full, true and correct transcript of the audio files produced.

IN WITNESS THEREOF, I have subscribed my name on March 9, 2025.



Dana Dezarn

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