WATER AND SCIENCE ADMINISTRATION
TIDAL WETLANDS DIVISION

Wetland Report and Recommendation

State Wetlands Case No:

23-WL-0762

Applicant: Tradepoint TiL Terminals (TTT) LLC
Attn: Kerry Doyle, VP
6995 Bethlehem Blvd. Suite 100
Baltimore, Maryland 21219
410-382-6667
kdoyle@tradepointatlantic.com

Agent: EA Engineering, Science & Technology
Attn. Peggy Derrick, VP
225 Schilling Circle, Suite 400
Hunt Valley, MD 21031
410-329-5126
pderrick@eaest.com

Date Application Received: August 22, 2023 Public Notice Required? Yes

Comment Period Closing Date: February 10, 2025

Maryland Coordinates: 171578 x 444008

Book Map Coordinates: Baltimore City & Co. ADC Map Num: 0 Ed: Coord: 0 X

Location of Proposed Work: Coke Point Peninsula at Tradepoint Atlantic; 6995 Bethlehem Boulevard, Suite 100, Baltimore MD, 21219

Purpose of Proposed Work: To construct the Sparrows Point Container Terminal (SPCT), which will enhance the container capacity of the Port of Baltimore and provide an economic benefit to the State of Maryland.

- Purpose of the wharf: To provide ship-to-shore access and allow vessels to load and unload cargo.
- Purpose of the excavation and revetment: To stabilize the shoreline and prevent erosion.
- Purpose of the dredging: To provide navigable access for shipping to the SPCT.

Description of Authorized Work:

Excavation: Excavate approximately 133,361 cubic yards of upland material to create 6.37 acres (277,329 square feet) of tidal open water with depths ranging from mean high water to -52.22 MLW. The excavated upland material will be reused or disposed of on site or at appropriate upland facilities.

Dredging: Mechanically dredge a 135.68-acre (5,907,855 square foot) channel to a depth of 52.22 feet at mean low water; and to deposit approximately 4.2 million cubic yards (MCY) of dredged material at the following approved placement sites: a maximum of 350,000 CY of slag will be reused on site, a maximum of 1.7 MCY at the High Head Industrial Basin dredge material containment facility (DMCF), a maximum of 1.57 MCY at the Norfolk Ocean Disposal Site (NODS), and a maximum of 1.25 MCY at either Maryland Port Authority (MPA) Cox Creek DMCF or Masonville DMCF; and to provide for periodic maintenance dredging for six years.

Wharf Construction:

- Fill 0.29 acres (12,468 square feet) of open water;
- Construct 3,310 linear feet of stone or concrete revetment within a maximum of 171 feet channelward of the proposed mean high water line;
- Construct an 8.82-acre (384,000 square foot) marginal wharf, supported with one hundred and fifty-three (153), 30-inch diameter piles; and one thousand and sixty-one (1,061), 36-inch diameter piles along 3,000 linear feet of shoreline, extending a maximum of 128.5 feet channelward of the proposed mean high water line. The wharf will include nine Ship to Shore (STS) cranes with active cranes extending a maximum of 330 feet above the wharf platform and stored cranes extending a maximum height of 484 feet above the wharf platform. The wharf will also include rail and other accessory features required for the function of a marine container terminal.
- Construct three 60-inch diameter stormwater discharges with associated stone outfall structures:
  - Outfall 1: 626 square feet within 20 feet channelward of the mean high water line,
  - Outfall 2: 280 square feet within 23 feet channelward of the mean high water line;
  - Outfall 3: 800 square feet within 98 feet channelward of the mean high water line;
- The construction of these outfalls include the construction of temporary cofferdams that result in a total temporary impact of 2,479 square feet.

Temporary High Head DMCF Outfall:

- Construct a new 650-foot long temporary outfall for DMCF dewatering activity consisting of a 24-inch diameter feeder line pipe extending 550 feet channelward of the mean high water line with an associated 18-inch diameter multiport diffuser extending a maximum of 650 feet channelward of the mean high water line.

Waterbody: Patapsco River

Requires Water Quality Certification?: Yes, 24-WQC-00045 will be issued by MDE.

Qualifies for Maryland State Programmatic General Permit?: No. The United States Army Corps of Engineers (USACE) was designated as the lead agency under the National Environmental Policy Act (NEPA) and determined that the project will be reviewed under Title 41 of the Fixing America's Surface Transportation Act (FAST-41). This process results in a Final Environmental Impact Statement (FEIS), Record of Decision (ROD), and Individual Federal Permit.

Area of Vegetated Wetland Impacts Requiring Mitigation: 0 s.f.

Area of Open Water Tidal Wetlands Requiring Mitigation: 3.08 acres (134,116.5 square feet)
Mitigation is required for dredging in shallow water and the filling of open water related to revetment and pile installation beneath the wharf. The Department determined that mitigation will be requested for a total of 0.29 acres (12,468 square feet) for the fill placed in the open water, 0.08 acres (3,542 square feet) for the piles associated with marginal wharf, 1.48 acres (64,680 square feet) for dredging in shallow water habitat, 1.23 acres (53,426.5 square feet), which represents 50% of the total revetment channelward of 10 feet channelward of the mean high water line (mitigation reduction justification below). The total required mitigation equals 3.08 acres (134,116.5 square feet).

Justification for reduced mitigation: Per COMAR 26.24.05.01B(7), *Mitigation requirements may be reduced or eliminated: (a) For shore erosion control projects that meet all of the requirements of COMAR 26.24.04.01; or (b) If the proposed project provides a significant environmental benefit as determined by the Department.*

The Department received justification that the existing conditions, where revetment is proposed, contain a mostly hardened slag bottom with potential levels of contaminants in the substrate. Placement of stone or concrete will result in a similar hardened substrate material, and the removal of slag and sediments containing any levels of contamination (including heavy metals such as lead, arsenic, and cadmium) would result in an improvement in water quality. The Department accepted this justification and agreed to waive mitigation for the portion of the revetment that is not shaded by the wharf, and to reduce mitigation for the portion that is shaded by the wharf. The rationale is that the placement of revetment outside the shaded area would not result in a loss of State tidal wetlands or cause a significant change in wetland function that would warrant mitigation. The Department does not recommend mitigation for this area. For the area of revetment placed beneath the wharf, due to the combination of revetment and shading, there will be some loss of State tidal wetlands or a change in function. The Department is requesting mitigation at 50% for this area of impact, resulting in a required mitigation of 1.23 acres.

Area of Vegetated Wetlands Created: 0 s.f.

Was the Applicant's Original Project Modified?: Yes. The original JPA was submitted without final plans in order to begin the NEPA review process. This process explored many alternatives for dredging and dredge placement. Plans were resubmitted to the Department on December 3, 2024. These plans showed a reduction from a potential 100-acre DMCF to a 19.58-acre DMCF in the coal pier channel. This set of plans was publicly noticed and included in the hearings on the project. The applicants provided further avoidance and minimization and were able to eliminate the in-water DMCF. The Department received final plans on June 6, 2025, that included the removal of the in-water DMCF as well as other minor changes to the revetment and stormwater layout. This final plan set is represented as the preferred alternative in the DEIS and includes a combination of the High Head Industrial Basin DMCF, the Norfolk Ocean Disposal Site (NODS), and Maryland Port Authority (MPA) Cox Creek DMCF and/or Masonville DMCF as the placement options.

Department Comment:

As required by § 5-204 (b) of the Environment Article, the Department drafted and issued a public notice by posting the public notice on its WEB site from January 10, 2025 to March 21, 2025 and publishing the public notice for the proposed project in the Maryland Register on December 27, 2024; the Baltimore Sun on January 15, 2025; the Dundalk Eagle on January 16, 2025; and the Capital Gazette on January 15, 2025. In addition, the public notice was provided to adjacent property owners listed on Attachment A.

A pre-scheduled joint MDE-USACE public informational hearing was held on February 25, 2025, at the Sollers Point Multi-Purpose Center, 323 Sollers Point Road, Dundalk, MD 21222, and a virtual hearing was held on February 27, 2025.

The in-person hearing was attended by one person representing an elected official (Senator Van Hollen's Office), 157 members of the public, and two members of the press. The virtual hearing was attended by an additional 15 people (the virtual hearing did not have a sign-in function).

Thirty-three members of the public provided testimony at the in-person hearing, four members of the public provided testimony at the virtual hearing (three of those also spoke in person), and the Department received 66 comments via mail and email during the public comment period.

Statements and letters of support were received from Hon. Bill Ferguson, President of the Maryland Senate; Hon. Adrienne Jones, Speaker, Maryland House of Delegates; Sen Johnny Ray Salling; Delegate Robin Grammer; Delegate Richard Metzgar; Delegate Robert Long; the entire Baltimore County Council; former Baltimore County Executive Don Mohler, Maryland Chamber of Commerce, Greater Baltimore

Committee, Long Shoreman's Association; Electrical Workers Union (IBEU), East Baltimore Chamber of Commerce, Sparrows Point Country Club, Baltimore Port Alliance and Terminal Alliance, and several other businesses and organizations.

One person expressed opposition to the project. The reason she identified for her opposition was due to past environmental injustices experienced by Turner Station, and she requested data on testing at Sparrows Point and asbestos testing at Turner Station. She did not identify any specific concern related to the SPCT proposal.

The other commenters did not express opposition to the SPCT project but had concerns that included water quality and contamination, dredge material containment, increased truck and train traffic, concerns related to the potential loss of the Pleasant and North Point Yacht clubs, and proposed mitigation options that included open water creation in Jones Creek and Old Road Bay. The above list identifies the majority of the concerns, additional concerns related to best management practices, energy sourcing, air quality, and community outreach. The Department also received comments from the Baltimore County Department of Environmental Protection and Sustainability (DEPS), which also did not express opposition but had concerns and questions relating to the High Head Industrial Basin, Coal Pier Channel DMCF, Ocean Disposal, Potential Environmental Impact of Sediments, Mitigation, and other general concerns.

The Department reviewed all comments and questions, coordinated with the SPCT project team, compiled the concerns and questions into categories, and prepared a letter that includes answers to address all comments and concerns. The Department also prepared a separate letter to Baltimore County DEPS that responds to their questions. In both letters, the Department included responses and answers from the SPCT project team. These letters are attached to this R&R (Attachment B).

The Maryland Department of Natural Resources (DNR) reviewed the proposed project and determined that, due to the potential impact on anadromous fish, no dredging should occur between April 1 and October 1 of any year. This is included as Special Condition E. DNR also included questions about the discharge/disposal of the existing water at High Head Industrial Basin and comments on the potential mitigation projects. Additional information on the High Head Industrial Basin water is addressed in the comment responses. Mitigation is recommended for this project; however, the final mitigation package has not been received. The mitigation will be approved in a subsequent JPA or modification to the License if the proposal requires a tidal wetlands license. This is included as Special Condition X. More information on mitigation is described above (Area of Open Water Tidal Wetlands Requiring Mitigation) and below (Mitigation).

The Maryland Historical Trust reviewed the proposed project and determined that there are no historic properties affected by this undertaking.

Testing/Studies/Analysis: The SPCT team conducted various tests and analysis to determine the feasibility and impact of the proposed project. Tests and studies included: Geotechnical Investigation, Hydrodynamics, Groundwater, Surface water, Soils, Waterfowl, Bathymetry, Sediment chemistry, Dredged material characterization, Wetlands, Submerged aquatic vegetation (SAV), Fish, Benthos, Endangered Species Act (ESA) listed species, Recreation surveys, Air Quality, Navigation, Underwater noise modeling, Community noise modeling, Mitigation planning, Traffic, Socioeconomics/EJ, Aesthetics/Viewshed/Light, and Archeological. The results of these studies and analyses are publicly available in the draft environmental impact statement (DEIS) and will also be included in the Final Environmental Impact Statement (FEIS) when it is released.

Federal Permitting Timeline: The Official Notice of Availability of a Final EIS (FEIS) is expected to be completed by September 2025. The Federal Record of Decision (ROD) is expected to be made by December 2025.

Dredging footprint: The proposed channel is based on the existing Tradepoint Atlantic access channel. This channel is maintained from the Brewerton Channel to the terminal basin at 300 feet wide and between 42 and 47 feet deep. This proposal is considered new dredging because it widens and deepens this channel. The SPCT project team determined the minimum distances for channel width (450 feet), turning basin diameter (1,650 feet), and depth (52.22 feet MLW) to accommodate the vessels that will berth at the container terminal. The results of these studies and analyses are publicly available in the DIES and will also be included in the FEIS.

Existing substrate/contamination: The Department reviewed and approved a Sampling and Analysis Plan developed by the SPCT team to categorize the substrate and determine the level of contamination. The Plan divided the proposed channel and turning basin into 28 dredge units with 97 sample borings. The material was tested for various substances, including metals, VOCs, SVOCs/PAHs, PCB congeners, and others. The findings showed that approximately 89% of the dredged material from both the North and South Channel segments of the Sparrows Point Channel is classified as Category 1 (residential unrestricted use) or Category 2 (non-residential restricted use). The remaining 11% was classified as Category 3, which requires placement with capping. Exceedances were found in metals (aluminum, arsenic, iron), PAHs, and dioxin, which were classified as Category 3. However, VOCs and PCBs did not exceed screening criteria. The 15 dredging units in the South Channel met EPA ocean placement requirements for NODS. The 13 dredging units in the North Channel (Categories 1, 2, and 3) are suitable for onsite or offsite confined placement. The SPCT team plans to place all Category 3 material in the upland High Head Industrial Basin DMCF.

DMCF Alternatives: The original proposal was for a 100-acre DMCF off of Coke Point. This DMCF would have provided a single placement solution for the entirety of the dredged material, reduced costs associated with transporting dredged material to other placement options, and served as a cap for existing contaminated sediments. However, despite these benefits, a 100-acre DMCF will result in a permanent loss of State tidal wetlands. Thus, the project team explored other options to reduce the footprint of the DMCF. The project team then proposed a 19.58-acre DMCF in the Coal Pier Channel. While this represented a significant reduction in impacts to State tidal wetlands, following the public notice period, the project team continued exploration to reduce and minimize impacts to State tidal wetlands. In May 2025, the project team eliminated any in-water DMCF. Their analysis determined that all dredged material can be handled by a combination of the High Head Industrial Basin DMCF (1.7 MCY capacity), the Norfolk Ocean Disposal Site (NODS) (1.57 MCY capacity), and Maryland Port Authority (MPA) Cox Creek DMCF and/or Masonville DMCF (1.25 MCY capacity), and on-site reuse of slag (330,000 CY), for a total capacity of 4.85 MCY.

Dredged material from the southern segment of the Sparrows Point Channel was subjected to the Tier II (sediment and elutriate) testing and Tier III (ecotoxicological) testing required to assess the material's suitability for ocean placement at the NODS. Results of the testing indicated that approximately 1.57 MCY of material from the south segment of the channel met the Section 103 Marine Protection, Research, and Sanctuaries Act (MPRSA) requirements.

In addition to the High Head Industrial Basin DMCF, the Department is requiring the project team provide a copy of the EPA approval for ocean disposal at NODS prior to the start of dredging, and a copy of the MPA's acceptance of up to 1.5 MCY of dredged material at Cox Creek and/or Masonville DMCFs. This is included as part of Special Condition F.

DMCF Material Management and Containment: MDE Land Restoration Program (LRP) will be reviewing the plan for the DMCF at High Head Industrial Basin. The proposed High Head Industrial Basin DMCF is under Controlled Hazardous Substances (CHS)/Voluntary Cleanup Program (VCP) oversight, as well as EPA Resource Conservation and Recovery Act (RCRA) oversight. The High Head DMCF dike walls will be required to be capped because the SPCT project team plans to construct them out of slag, which is permissible with capping and land use restrictions. The DMCF will also need to be capped once dewatering activities are completed. This is included as Special Condition O.

Tradepoint Atlantic, the Permit holder for the current discharge permit, has submitted a modification notice to MDE Wastewater Pollution Prevention & Reclamation Program. The Wastewater Pollution Prevention & Reclamation Program will make a determination to modify the permit prior to beginning any discharge activities. This is included as Special Condition P.

Mitigation: This project will have a mitigation requirement based on a combination of dredging, fill in open water consisting of stone or concrete placement and piles associated with the wharf construction for the SPCT. The total impact requiring mitigation is 3.08 acres (134,116.5 square feet). The Department has not received the proposed mitigation package. However, the SPCT project team has identified multiple possible projects to mitigate this loss, which includes open water creation, tidal marsh enhancement and establishment, derelict crab pot removal, and oyster reef creation. These are included in the DEIS. Once the project team submits the mitigation package, the Department will conduct a thorough review and determine if a JPA is required. A public notice may be required for a proposed project or modification. Mitigation requirements are included as Special Condition X.

Economic Impact: The SPCT would increase the overall container capacity of the Port by 70%. The terminal would leverage the Howard Street Tunnel Vertical Clearance Improvement Project, which will provide the closest link for double-stacked rail cars from an East Coast port to the American Midwest. This link, along with the increased capacity that would be provided by the terminal, would give the Port of Baltimore a major competitive advantage over other regional ports along the Eastern Seaboard of the United States. Nearly $1 billion would be invested in the terminal, with project development estimated to create more than 1,100 direct local jobs.

License Term: The Project team provided a timeline that shows excavation, dredging and dredge placement, and wharf construction to be completed within three years. The placement of the dredged material at the High Head DMCF will consolidate and dewater, requiring the DMCF discharge to be active for a maximum of nine years. At the completion of discharging activities, the High Head DMCF will be capped and the diffuser will be removed. To accommodate this timeline, the Department requests BPW grant a 10-year License to TTT.

The evaluation of this project has taken into account ecological, economic, recreational, developmental, and aesthetic considerations appropriate for this proposal, as well as other requirements set forth in the Code of Maryland Regulations. To ensure that impacts to resources are avoided and minimized to the maximum extent possible and to ensure that all work is performed in accordance with critical area and local regulations, the Department has recommended a number of special conditions. Provided all general and special conditions are adhered to, the work proposed will not cause significant deleterious impacts to marsh vegetation, submerged aquatic vegetation, finfish, shellfish, or navigation.

Project Justification: In consideration of the site characteristics and the nature of the proposed work, the Department concludes that the application represents a reasonable exercise of riparian rights.

SPECIAL CONDITIONS:

A. The Maryland Department of the Environment has determined that the proposed activities comply with, and will be conducted in a manner consistent with, the State's Coastal Zone Management Program, as required by Section 307 of the Federal Coastal Zone Management Act of 1972, as amended.

B. The Licensee shall comply with all Critical Area requirements and obtain all necessary authorizations from the local jurisdiction. This License does not constitute authorization for disturbance in the 100-foot Critical Area Buffer. "Disturbance" in the Buffer means clearing, grading, construction activities, or removal of any size of tree or vegetation. Any anticipated Buffer disturbance requires prior written approval, before commencement of land disturbing activity, from the local jurisdiction in the form of a Buffer Management Plan.

C. If the authorized work is not performed by the property owner or is not otherwise exempt from the licensing requirement, all work performed under this Tidal Wetlands License shall be conducted by a marine contractor licensed by the Marine Contractors Licensing Board (MCLB) in accordance with Title 17 of the Environment Article of Annotated Code of Maryland and COMAR 26.30. The licensed marine contractor shall be authorized for the appropriate license category to perform or solicit to perform the activities within this authorization, if applicable. A list of licensed marine contractors and their license category may be obtained by contacting the MCLB at 410-537- 3249, by e-mail at MDE.MCLB@maryland.gov, or by accessing the Maryland Department of the Environment, Environmental Boards webpage at https://mde.maryland.gov/programs/water/WetlandsandWaterways/Pages/LicensedMarineContractors.aspx.

D. The issuance of this license is not a validation or authorization by the Department for any of the existing structures depicted on the plan sheets on the subject property that is not part of the authorized work description, nor does it relieve the Licensee of the obligation to resolve any existing noncompliant structures and activities within tidal wetlands.

E. Due to the presence of anadromous fish, no dredging shall occur between April 1 and October 1 of any year.

F. Dredge Material Disposal and Best Management Practice (BMP) Plan. No dredging activity can commence prior to the Tidal Wetlands Division's approval of the Dredge Material Disposal and BMP Plan. The Dredge Material Disposal and BMP Plan shall be submitted for review and approval at least 30 days prior to the commencement of any dredging authorized in this License. The Licensee shall implement and comply with the Dredge Material Disposal and BMP Plan, which will detail support for the implementation of appropriate practices to protect water quality, marine life, and estuarine habitat; and will include the criteria for when an environmental bucket for dredging and water-tight trucks and scows for transport will be used. The Dredge Material Disposal and BMP Plan shall also detail the sequence of dredging activity that includes DMCF construction, dredging schedule, placement approval letters from accepting facilities, and dredge transportation activities. The Dredge Material Disposal and BMP Plan can only be modified upon approval by the Tidal Wetlands Division.

G. The Licensee shall conduct subsequent maintenance dredging within the scope of this license in terms of authorized dredge area and authorized depths. The licensee shall:
   1. Dredge no more than 500 cubic yards of material at each maintenance dredging.
   2. Comply with all applicable conditions of this license.
   3. Submit a detailed dredged material disposal plan to be approved by the Water and Science Administration, Tidal Wetlands Division prior to the start of dredging.

4. Notify and receive approval from the Water and Science Administration, Compliance Program, a minimum of 10 days prior to the start of each maintenance dredging operation.

H. The Licensee shall demonstrate delineation of the dredge area and receive approval from the Water and Science Administration's Compliance Division prior to the start of dredging.

I. The Licensee shall conduct a post-dredge bathymetric survey and forward it to the Water and Science Administration, Tidal Wetlands Division, within 45 days after the termination of any phase of dredging.

J. The Licensee shall dispose of dredged material only at the dredge disposal site(s) approved by this Wetland License. The Licensee shall submit an application for modification of the License to MDE for approval of any dredge disposal site not authorized within this License.

K. Pile Driving Best Management Practice (BMP) Plan. No pile-driving activity can commence prior to the Tidal Wetlands Division's approval of the Pile Driving BMP Plan. The Pile Driving BMP Plan shall be submitted for review and approval at least 30 days prior to the commencement of any pile driving activity authorized in this License. The Licensee shall implement and comply with the Pile Driving BMP Plan, which will detail support for the implementation of appropriate practices to protect water quality, marine life, and estuarine habitat, and include the use of zones of safe fish passage, soft starts, the use of a vibratory hammer, and the quantity of pile driving hours per day. The Pile Driving BMP Plan can only be modified upon approval by the Tidal Wetlands Division.

L. The Licensee shall not allow debris to enter the waterway. The Licensee shall immediately remove all debris inadvertently introduced into the waterway as a result of any construction activity. Debris shall be reused where possible and approved by the Department or disposed of at an upland (non-wetland) disposal site and in a manner that does not adversely impact surface or subsurface waterflow into or out of tidal wetlands.

M. Sediment and erosion control plans and stormwater management plans approved by MDE shall be submitted to MDE for approval prior to initiation of work in regulated areas. All work shall be performed in accordance with the required Soil Erosion and Sediment Control Plan as approved by MDE. Runoff or accumulated water containing sediment or other suspended materials shall not be discharged into waters of the State unless treated by an approved sediment control device or structure. Any proposed changes to approved sediment and erosion control plans or stormwater management plans during construction shall be forwarded to the approving authority for approval prior to implementation.

N. If the project requires any on-site facility that requires a General Discharge Permit application, the Licensee shall apply to the Water and Science Administration, Industrial Discharge Permits Division, for review and approval, as determined necessary, prior to the commencement of work. The Licensee shall send confirmation to the Tidal Wetlands Division.

O. The Licensee shall apply to the Land Management Administration, Land Restoration Program (LRP) for review and approval of the High Head Industrial Basin DMCF. The Licensee shall send the approved LRP Plan to the Tidal Wetlands Division prior to the commencement of construction.

P. The Licensee shall apply to the Water and Science Administration, Wastewater Pollution Prevention & Reclamation Program for review and approval of a NPDES Permit modification as required, to include the discharge related to the High Head Industrial Basin DMCF. The Licensee shall send the approved LRP Plan to the Tidal Wetlands Division prior to the commencement of construction.

Q. Turbidity Monitoring Plan: No work authorized in this License can commence prior to the Tidal Wetlands Division's approval of the Turbidity Monitoring Plan. The Turbidity Monitoring Plan shall be submitted for review and approval at least 30 days prior to the commencement of any work authorized in this License. The Licensee shall implement and comply with the Turbidity Monitoring Plan, which will detail support for the implementation of appropriate practices to protect water quality, marine life, and estuarine habitat, and include testing/monitoring turbidity related to dredging, shoreline stabilization activity, and outfalls. It will provide benchmarks and corrective actions if those benchmarks are exceeded. The Turbidity Monitoring Plan can only be modified upon approval by the Tidal Wetlands Division.

R. The Licensee shall design and construct the stone or concrete revetment to prevent the loss of fill material to waters of the State of Maryland.

S. The Licensee shall not use asphalt rubble in the revetment. Prior to the emplacement of the revetment, all rebar is to be cut off flush with the concrete. After emplacement of the revetment, any rebar exposed as a result of the concrete breaking during the emplacement is to be cut flush with the concrete. Except for the larger material placed along the leading edge of the revetment, the concrete shall be broken prior to emplacement so that random sized interlocking pieces are formed.

T. A pre-construction meeting shall be held with the Maryland Department of the Environment Compliance Program, Maryland Board of Public Works, the US Army Corps of Engineers (Baltimore Regional Office), and other agency stakeholders to provide the opportunity for all to review and discuss the construction plans and conditions. All meeting participants shall be notified of this meeting a minimum of 14 days prior to the date of the meeting.

U. A professional engineer (PE), registered in the State of Maryland and qualified in dike and design and construction, shall be designated as the Engineer in Charge (EIC) and supervise the construction of the dike walls for the High Head Industrial Basin DMCF.

V. Prior to the DMCF operation and receipt of the dredged material, the EIC shall provide a completed "Dike Completion Report" to the Tidal Wetlands Division within sixty (60) days following construction of the DMCF dike to the final design elevation. The Report shall provide a project history, as-built drawings, and certify to the Tidal Wetlands Division that the dike is structurally sound and is ready to receive dredged material.

W. Stormwater discharges shall have a velocity no greater than four feet per second for the two-year storm in order to prevent erosion in the receiving waterway or wetland.

X. Mitigation Plan: Mitigation is required for 3.08 acres of impact related to the permanent fill placed in State tidal wetlands in accordance with COMAR 26.24. The Licensee shall submit a Mitigation Plan to the Tidal Wetlands Division within 90 days following approval of this State wetlands license. Upon approval of the Mitigation Plan, if the Tidal Wetlands Division determines that a Joint Permit Application (JPA) is required, the Licensee shall submit a JPA within 30 days following the Tidal Wetlands Division's determination. The Licensee shall implement the mitigation plan in accordance with the approved plan and schedule. The Mitigation Plan can only be modified upon approval by the Tidal Wetlands Division.

Y. The Licensee shall remove the DMCF discharge structure, which includes the 24-inch diameter pipe extension and diffuser prior to the expiration of this License. If dewatering activity exceeds the

expiration date of this License, the Licensee shall submit a JPA to the Tidal Wetlands Division at least 30 days prior to the expiration of the License for the removal of the temporary structures.

DEPARTMENT OF THE ENVIRONMENT APPROVAL:

Matthew Wallach — 6/18/2025

Matthew F Wallach, Natural Resource Planner — DATE
Tidal Wetlands Division

June 18, 2025

Jonathan Stewart, Division Chief — DATE
Tidal Wetlands Division

Jun 23, 2025

D. Lee Currey, Director — DATE
Water and Science Administration

WETLANDS ADMINISTRATION CONCURRENCE:

William Morgante, Wetlands Administrator — DATE
Board of Public Works

Attachment A

Community/Association	First Name	Last Name	Title	Email	Office Phone	Mobile	Notes	Street Address	Street Address 2	City	State	Zip
COMMUNITY ORGANIZATIONS												
Chesapeake Gateway Chamber of	Sharon	Kihn	Executive Director	sharon.kihn@chesapeakechamber.org				405 Williams Court, Suite 108		Baltimore	MD	21220
Dundalk Chamber of Commerce	Dawn	Frazier	Executive Director	qualitycounts@comcast.net				2 Dunmanway, Suite 223		Baltimore	MD	21222
Millers Island Edgemere Business Association	Jimmy	Meyers	President	info@mieba.org								
	Buddy	McGowan	Vice-President	buddy@wmtransport.com								
Essex Middle River Civic Association	Josh	Sines	President	jsis2424@gmail.com		443-834-9487						
Fort Howard Community Association	Scott	Pappas	President	mail@forthoward.org								
North Point Peninsula Council, Inc.	Fran	Taylor	President	fmlintsy@comcast.net	410-477-3784	443-797-3475						
Rockaway Beach/Turkey Point Improvement Association	Kevin	McDonough	Vice President	info@turkeypoint.org				628 Rockaway Beach Avenue		Baltimore	MD	21221
Turner Station Conservation Teams	Gloria	Nelson	President	gloriaelson8@verizon.net		410-302-2903	Gloria's Personal E-Mail, glorianelson8@verizon.net	323 Sollers Point Road		Dundalk	MD	21222
Watersedge Community Association	Scott	Smith	President	breasdaddy14@gmail.com				8209 Bullneck Road		Dundalk	MD	21222
Wells-McComas Civic Association	Robert	Zacherl	President	rzacherl@streettrafficstudies.com		410-591-3233						
Weaver's Marine	Sam	Weaver		sam@weaversmarine.net		410-365-6560		730 Riverside Drive		Essex	MD	21221
Northpoint Village Civic Association	David	Patro	President	npvca@hotmail.com		410-336-1521		7828 Saint Patricia Lane		Dundalk	MD	21222
Greater North Point Association, Inc.	Dr. Frank	Neighoff	President	dr.frank.neighoff@gmail.com	443-242-7602	410-336-1974		6903 Cuckold Point Road		Sparrows Point	MD	21219
P-12 Alliance	Will	Feuer		feuerwilliam@gmail.com								
Old Bay Marina	Brian	Hall		oldbaymarina@gmail.com								
AREA ELECTED OFFICIALS												
US Senate	Ben	Cardin	US Senator (MD)	chris_lynch@cardin.senate.gov			Senator's Chief of Staff					
				Debbie_yamada@cardin.senate.gov								
US Senate	Chris	Van Hollen	US Senator (MD)	Tricia_russell@vanhollen.senate.gov			Senator's Chief of Staff					
				Bart_kennedy@vanhollen.senate.gov			Community Rep.					
				Harry_stein@vanhollen.senate.gov			Policy Director					
US House of Representatives	Kweisi	Mfume	US Representative (MD-07)	Zachary.feibell@mail.house.gov			Communications Director					
				Eric.bryant@mail.house.gov			Chief of Staff					
				MD07LegislativeMeetings@mail.house.gov			General E-Mail					
US House of Representatives	John	Sarbanes	US Representative (MD-03)	Brigid.smith@mail.house.gov			Director of Community Affairs					
MD Senate	Johnny	Salling	MD Senator (6) - Baltimore County	Johnnyray.salling@senate.state.md.us								
MD House of Delegates	Robin	Grammer	Delegate (6) - Baltimore County	Robin.Grammer@house.state.md.us								
	Robert	Long	Delegate (6) - Baltimore County	Bob.Long@house.state.md.us								
	Ric	Metzgar	Delegate (6) - Baltimore County	Ric.Metzgar@house.state.md.us								
MD Senate	Clarence	Lam	MD Senator (12) - Anne Arundel & Howard	clarence.lam@senate.state.md.us								
MD House of Delegates	Gary	Simmons	Delegate (12B) - Anne Arundel County	gary.simmons@house.state.md.us								
MD Senate	Bill	Ferguson	MD Senator/ Senate President (46) - Baltimore City	bill.ferguson@senate.state.md.us								
MD House of Delegates	Luke	Clippinger	Delegate (46) - Baltimore City	luke.clippinger@house.state.md.us								
	Robbyn	Lewis	Delegate (46) - Baltimore City	robbyn.lewis@house.state.md.us								
	Mark	Edelson	Delegate (46) - Baltimore City	mark.edelson@house.state.md.us								
MD Senate	Bryan	Simonaire	MD Senator (31) - Anne Arundel County	bryan.simonaire@senate.state.md.us								
MD House of Delegates	Rachel	Munoz	Delegate (31) - Anne Arundel County	rachel.munoz@house.state.md.us								
	Brian	Chisholm	Delegate (31) - Anne Arundel County	brian.chisholm@house.state.md.us								
	Nicholaus	Kipke	Delegate (31) - Anne Arundel County	nicholaus.kipke@house.state.md.us								
Baltimore County Executive	Katherine	Klausmeier	Baltimore County Executive	kathyk@baltimorecountymd.gov				400 Washington Avenue		Towson	MD	21204
				ssidh@baltimorecountymd.gov			Deputy Chief Admin Officer	400 Washington Avenue		Towson	MD	21204
Baltimore County Council	Todd	Crandell	Baltimore County Councilman (7)	tcrandell@baltimorecountymd.gov				400 Washington Avenue		Towson	MD	21204
Anne Arundel County Executive	Steuart	Pittman	Anne Arundel County Executive	examor21@aacounty.org				6 Bladen Street		Annapolis	MD	21401
Anne Arundel County Council	Peter	Smith	Anne Arundel County Councilman (1)	petersmith@aacounty.org								
	Nathan	Volke	Anne Arundel County Councilman (3)	nathan.volke@aacounty.org								
Baltimore City Mayor	Brandon	Scott	Baltimore City Mayor	mayor@baltimorecity.gov								
				bryan.doherty@baltimorecity.gov			Public Information					
Baltimore City Council	Zeke	Cohen	Councilman (1)	Zeke.Cohen@baltimorecity.gov								
	Phylicia	Porter	Councilwoman (10)	Phylicia.Porter@baltimorecity.gov								
TPA TENANTS												
See separate tab below.												
TPA NEIGHBORING PROPERTY OWNERS												
See separate tab below.												

Properties Adjacent to Tradepoint Atlantic, LLC

Owner Name	Tax ID	Address	Town	State	Zip Code
Beazer Homes LLC	2500019838	John Stricker Ave	Dundalk	MD	21222
CRD Golf LLC	2500005973	919 Wise Ave	Dundalk	MD	21222
Sweetheart Properties LLC	2200020085	8801 Wise Ave	Dundalk	MD	21222
BANP LLC	1514000710	Wise Ave	Dundalk	MD	21222
17 Christina Ct LLC	2200006148	17 Christina Ct	Dundalk	MD	21222
Rukert Lazaretto Corporation	2200000277	2121 Grays Rd	Dundalk	MD	21222
Erasmus Properties Business Trust	2200000278	4505 North Point Rd	Dundalk	MD	21222
F2 LLC	1520301010	4517 North Point Blvd	Dundalk	MD	21222
4601 NPB Holdings LLC	1509350160	North Point Rd	Dundalk	MD	21222
Merritt/Bavar - Grays Rd LLC	1501501020	2301 Grays Rd	Dundalk	MD	21222
AMG Resources Corp	1522900000	2415 Grays Rd	Dundalk	MD	21222
AMG Resources Corp	1800012271	Grays Rd	Dundalk	MD	21222
Amtrol Water Technology LLC	1800012272	2440 Grays Rd	Dundalk	MD	21222
Mukta 2500 Properties Inc	1507582821	Grays Rd	Dundalk	MD	21222
Mukta 2500 Properties Inc	1507582820	2500 Grays Rd	Dundalk	MD	21222
Aging Barns LLC	1800012273	4611 North Point Blvd	Dundalk	MD	21222
Operating Engineers Jt Appren & Training Fu	2500005935	North Point Blvd	Dundalk	MD	21222
CSP Property Holdings Inc	2200001596	5055 North Point Blvd	Edgemere	MD	21219
Wheeler Properties LLC	2200007053	2200 Sparrows Point Blvd	Edgemere	MD	21219
Wheeler Properties LLC	2200007054	Sparrows Point Rd	Edgemere	MD	21219
Millers Island Propeller Inc	1501290052	2200 Sparrows Point Rd	Edgemere	MD	21219
North Point Property Owner LLC	2400001013	5107 North Point Blvd	Edgemere	MD	21219
Baltimore County Maryland	2500018118	Sparrows Point Blvd	Edgemere	MD	21219
Baltimore County Maryland	2500018119	1900 Wharf Rd	Edgemere	MD	21219
8911 Bethlehem Blvd I LLC and 8911 Bethle	2500007538	8911 Bethlehem Blvd	Edgemere	MD	21219
Reservoir Warehouse LLC	1514000690	2010 Reservoir Rd	Edgemere	MD	21219
Erasmus Properties (Reservoir Rd) Business	2500014687	North Point Blvd	Edgemere	MD	21219
CDL Land Holdings LLC	2500016350	Oxygen Plant Rd	Edgemere	MD	21219
CDL Land Holdings LLC	2500016351	Oxygen Plant Rd	Edgemere	MD	21219
Loders Croklaan USA LLC	2500018121	Bethlehem Blvd	Edgemere	MD	21219

Tenant Corporate Name	Contact Name	Email	Lease Notice Street Address	Lease Notice - City	Lease Notice - State	Lease Notice - Zip Code
Aluma Systems	Attention: Legal Department		1325 Cobb International Drive, Suite A-1	Kennesaw	GA	30152
APS Stevedoring			3780 Kilroy Airport Way, Suite 125	Long Beach	CA	90806
Arnold Packaging			1900 Finishing Mill Road, Suite A	Baltimore	MD	21219
Adrian Steel of Maryland	Attention: President	ddelong@adriansteel.com	906 James Street	Adrian	Michigan	49221
A.R. Wakefield Logistics		awakefield@skylinedray.com	1274 Riverside Avenue	Baltimore	MD	21230
Atlantic Forest Products - Office			6995 Bethlehem Boulevard, Suite 101	Baltimore	MD	21219
Beazer Homes			2002 Summit Boulevard NE, 15th Floor	Atlanta	GA	30319
BMW	Attention: Real Estate		300 Chestnut Ridge Road	Woodcliff Lake	NJ	07677
Brand Safway	Attention: Legal Department		1324 Cobb International Drive, Suite A-1	Kennesaw	GA	30152
Carter Machinery	Attention: Chris Kozlowski	chris_kozlowski@cartermachinery.com	8362 Richfood Road	Mechanicsville	VA	23116
C. Steinweg Group			1201 Wallace Street	Baltimore	MD	21230
CCBC	Kenneth Westary	kwestary@ccbc.edu	7200 Sollers Point Road	Baltimore	MD	21222
Chaney Enterprises			PO Box 265	Annapolis Junction	MD	20701
Chesapeake Specialty Products						
Continuum Transportation Services			520 N Broome Street	Waxhaw	NC	28173
DCA1 - Amazon	Attention: Real Estate Manager NA OPS: DCA1		410 Terry Ave N	Seattle	WA	98109
DCA6 - Amazon	Attention: Real Estate Manager NA OPS: DCA6	naops-propmgmt@amazon.com	410 Terry Ave N	Seattle	WA	98109
Denny's		office@rommel-ops.com	9805 York Road, Suite B	Cockeysville	MD	21030
Dunavant		robert.worst@dunavant.com	6331 Tradepoint Avenue	Sparrows Point	MD	21219
East Coast Warehouse		dharris@eastcoastwarehouse.com	1140 Polaris Street	Elizabeth	NJ	07201
Eastern Metal Recycling	Joseph W. Balzano	joe.balzano@emrgroup.com	143 Harding Avenue	Bellmawr	NJ	08031
Erickson Senior Living			701 Maiden Choice Lane	Baltimore	MD	21228
FedEx Ground	Attention: James Carlino, General Counsel		800 East 96th Street, Suite 175	Indianapolis	IN	46240
Floor and Décor	Attention: Real Estate		2233 Lake Park Drive, Suite 400	Smyrna	GA	30080
Gotham Greens			810 Humboldt Street	Brooklyn	NY	11222
Hale Transport		ehale@haletransport.com	7006 Golden Ring Road	Rosedale	MD	21237
Harley Davidson	Donald B. Meyers, Jr.		8845 Pulaski Highway	Baltimore	MD	21237
Home Depot FDC	Property Management	HD_propmgmt@homedepot.com	2455 Paces Ferry Road	Atlanta	GA	30339-4024
Home Depot MDC	Property Management	HD_propmgmt@homedepot.com	2456 Paces Ferry Road	Atlanta	GA	30339-4025
Imerys			100 Mansell Court East, Suite 300	Roswell	GA	30076
INEOS			6752 Baymeadow Drive	Glen Burnie	MD	21060
Integrated Salt Products	c/o CP Industries, Inc.		560 North 500 West	Salt Lake City	UT	84116
Intralox			200 Laitram Lane	Harahan	LA	70123
K & K Painting			1704 Joplin Street	Baltimore	MD	21224
Lafarge	Attention: Legal Department		6211 Ann Arbor Road	Dundee	MI	48131
Life Science Logistics			3100 Olympus Boulevard, Suite 100	Dallas	TX	75019
Marmiro Stones			790 Washington Ave	Carlstadt	NJ	07072
Marine: Port Logistics Center II						
McCormick	BA Leasing BSC, LLC	erin.parks@bofa.com	11333 McCormick Road Mailcode: MD5-032-07-05	Hunt Valley	MD	21031
MTN6 - Amazon	Attention: Real Estate Manager		PO Box 81226	Seattle	WA	98108-1226
Niagara Bottling	Attention: Todd Uhlick	tuhlick@niagarawater.com	1440 Bridgegate Drive	Diamond Bar	CA	91765
North Point Yacht Club			1700 Wharf Road	Sparrows Point	MD	21219
Orstead	Attention: Prem Pereira		One Park Place, Suite 400	Annapolis	MD	21401
Perdue	Attention: Herbert Frerichs, Jr.		3149 Old Ocean City Road	Salisbury	MD	21804
Pleasant Yacht Club			1800 Wharf Road	Sparrows Point	MD	21219
Popeyes		pkpcpal1@yahoo.com	301 Route 17 North, Suite 802	Rutherford	NJ	07070
Pompeian		jcasey@pompeian.com	4201 Pulaski Highway	Baltimore	MD	21224
Royal Farms	Attention: Director of Real Estate		3611 Roland Avenue	Baltimore	MD	21211
Schneider			3101 Packerland Drive	Green Bay	WI	54313
S.H. Bell Company	Attention: Jeff Kreutzer	jkreutzer@sshbellco.com	644 Alpha Drive, PO Box 11495	Pittsburgh	PA	15238
Skanska USA Civil Southeast			8521 Leesburg Pike, Suite 220	Vienna	VA	22182
Smiths Detection		sdi.legal@smiths-detection.com	2202 Lakeside Boulevard	Edgewood	MD	21040
Starbucks	Attention: Financial Lease Admin MS-RE3		PO Box 35126	Seattle	WA	98124
STG Logistics	Attention: Corporate Real Estate		1851 W. Oak Parkway	Marietta	GA	30062
Tarpon Towers	Attention: Site Adminsitration		8916 77th Terrace East, Suite 103	Lakewood Ranch	FL	34202
UMMS		legal@umm.edu	250 West Pratt Street, 24th Floor	Baltimore	MD	21201
Under Armour	Attention: Vicki Lucas - Legal Department - Real Estate		1020 Hull Street	Baltimore	MD	21230
Underwood Energy (f/k/a Poist)	Attention: Dana Bankard	dana@poistgas.com	360 Main Street	Laurel	MD	20707
US Wind		s.vitale@uswindinc.com	401 E. Pratt Street, Suite 1810	Baltimore	MD	21202
Volkswagen	Attention Bryan Carter		3800 Hamlin Road, Suite 100	Auburn Hills	MI	48326
White Marsh Transport						
Windspeed Logistics	Attention: Dennis Butterwei	dbutterwei@windspeedlogistics.com	6301 Bethlehem Blvd, Suite 100	Sparrows Point	MD	21219
Workwear Outfitters	Attention: Real Estate	nigel.hodge@wwof.com	545 Marriott Drive, Suite 100	Nashville	TN	37214

Owner Name	Owner Name 2	Owner Address	Owner Address 2	City	State	Zip Code
Frank	Hoge	Atlantic Marine Construction, Inc.	302 Whitman Avenue	Salisbury	MD	21801
James W.	Marshall	614 Marshall Street		Deale	MD	20751
Vernon	Becker	1270 Pine Hill Drive		Annapolis	MD	21409
Assistant Deputy Under Secretary of Defense	Installation & Environment	3400 Defense Pentagon		Washington	DC	20301
NOAA-Marine Chart Division	Nautical Data Branch - N/CS26	1315 East West Highway-Sta. 7350		Silver Spring	MD	20910
Edward	Boystun	P.O. Box 4424		Annapolis	MD	21403
Federal Aviation Administration	Director, Eastern Region	1 Aviation Plaza		Jamaica	NY	11434
NOAA/NMFS Habitat Conservation Division	Christopher Boelke	20 Harry S. Truman Parkway	Suite 460	Annapolis	MD	21401
Minne	Russell	16477 Dunbar Lane		Ridge	MD	20680
President Frank Hoge	Atlantic Marine Construction Inc.	302 Whitman Avenue	Salisbury	MD	21801	
Director, Eastern Region	Federal Aviation Administration	1 Aviation Plaza	Jamaica	NY	11434-4809	
Coastal Engineering Research Center	Engineer Research and Dev. Center	3909 Halls Ferry Road	Vicksburg	MS	39180-6133	
James W. Marshall		614 Marshall Street	Deale	MD	20751-9711	
Christopher Boelke	NOAA/NMFS Habitat Conservation Div.	20 Harry S Truman Parkway, Sui	Annapolis	MD	21401	
State of Delaware	DNR and Environmental Control	89 Kings Highway	Dover	DE	19901	
Vernon Becker		1270 Pine Hill Drive	Annapolis	MD	21409-5201	
Minnie Russell		16477 Dunbar Lane	Ridge	MD	20680	
DNREC, Division of Climate, Coastal, and Energy	Delaware Coastal Program	100 West Water Street, Suite 5A	Dover	DE	19904	
Asst. Deputy Under Secretary of Defense	(Installation & Environment)	3400 Defense Pentagon	Washington	DC	20301-3500	
Jane Ann S. Wilder	Citizens to Save S Valley Park/Whetstone Run	9969 Lake Landing Road	Gaithersburg	MD	20886	
Russell Donnelly		2114 Oak Road	Baltimore	MD	21219	
NOAA-Marine Chart Division	Nautical Data Branch-N/CS26	1315 East West Highway-Sta. 73	Silver Spring	MD	20910-3282	
Maryland Bass Federation		1707 Anne Avenue	Baltimore	MD	21221	
National Marine Fisheries Service	Office of Fisheries Conservation & Mgmt	1315 East-West Highway	Silver Spring	MD	20910	
Edward G. Boystun		P.O. Box 4424	Annapolis	MD	21403	
Tina Daly		1880 Pickering Road	Phoenixville	PA	19460	
Meristem, LLC	C/O Marc Woernle	877 Port Drive	Avon	IN	46123	

Owner Name	Owner Name 2	Owner Address	Owner Address 2	City	State	Zip Code
2000 Benhill Avenue LLC		2000 Benhill Ave		Baltimore	MD	21226
33 Stahl Point LLC		33 Stahl Point Rd	Building #1	Baltimore	MD	21226
7330 Carbide Owner Lp	C/O Sk Realty Mgmt	254 West 31st St	4th Fl	New York	NY	10001
Adam Gordon Norlander		8216 Northview Rd		Dundalk	MD	21222
Anne Arundel County		2662 Riva Rd	4th Fl	Annapolis	MD	21401
Annunziata Nancy Zito		22 Patapsco Ave		Baltimore	MD	21222
APS Properties 4 LLC		10060 Skinner Lake Dr	Suite 205	Jacksonville	FL	32246
Argos USA LLC		3015 Windward Plaza	Suite 300	Atlanta	GA	30005
Baldassare M. Piccione	Barbara J. Piccione	7725 Fairgreen Rd		Dundalk	MD	21222
Baltimore County Rec and Parks		9831 Van Buren Lane		Cockeysville	MD	20103
Baltimore County Revenue Authority		10 W Chesapeake Av		Baltimore	MD	21204
Baltimore Gas & Electric Co.		PO Box 1475		Baltimore	MD	21203
Baltimore Transload Terminal LLC		PO Box 4372		Houston	TX	77210
Barbara Ann Roudebush	Ray Roudebush	8207 Peach Orchard Rd		Baltimore	MD	21222
Bill and Mary Perry		3120 Cornwall Rd		Dundalk	MD	21222
Bonnie L. Mcpherson	Waldomiro Kozowyj	8237 Peach Orchard Rd		Baltimore	MD	21222
Brett J. Pearman	Sarah C. Pearman	8234 Northview Rd		Dundalk	MD	21222
Brian Bankard		8200 Northview Rd		Baltimore	MD	21222
Browning-Ferris Inc.	C/O Republic Services Property T	PO Box 29246		Phoenix	TX	85038
Bruce A. Steffe Jr.		8124 Bullneck Rd		Baltimore	MD	21222
Bruce Douglas Scoggins		8246 Northview Rd		Baltimore	MD	21222
BTP LLC		137 Stahl Point Rd		Baltimore	MD	21226
Btr-1999 LLC		8911 Kelso Drive		Baltimore	MD	21221
Buckeye Terminals LLC		PO Box 56169		Houston	TX	77256
C & D Properties LLC		1500 Aspen St		Baltimore	MD	21236
Carol Butrim		3161 Baybriar Rd		Baltimore	MD	21222
Carolyn Margaret Mitchell		7719 Fairgreen Rd		Baltimore	MD	21222
Cevera Gale Bassette		3145 Baybriar Rd		Dundalk	MD	21222
Charles J. E. Brown IV	Jackie Lee Brown	8121 Dundlak Ave		Baltimore	MD	21222
Charles T. Grimm	Katherine N. Grimm	8276 Bullneck Rd		Baltimore	MD	21222
Chemetals Inc.		610 Pittman Rd		Baltimore	MD	21226
Chemical Road LLC		18 Loveton Cir		Sparks	MD	21152
Chesapeake Bay Foundation		6 Herndon Ave		Annapolis	MD	21403
Chris Golczynski		3123 Cornwall Rd		Dundalk	MD	21222
Cianbro Corp		PO Box 1000		Pittsfield	MA	0 4967
Citgo Petroleum Corporation & Sunoco Midstream LLC		2424 Ridge Rd		Rockwall	TX	75087
C-K CMI Holdings LLC		PO Box 226		Fredericktown	OH	43019
Clippers View LLC		14 Perry Ridge Ct		Baltimore	MD	21237
Council Of Unit Owners Stoney Beach Condominium		1379 Cluster Ct		Stoney Beach	MD	21226
CSX Transportation Inc.	C/O Tax Department	500 Water St (C910)		Jacksonville	FL	32202
Curtis Creek Land Company LLC		33 Stahl Point Rd	Building #1	Baltimore	MD	21226
Curtis Creek Properties LLC		705 Ordinance Rd #107		Baltimore	MD	21226
Daniel C. Randall	Linda M. Randall	8260 Bullneck Ct		Baltimore	MD	21222
David O. Middleditch		7715 Fairgreen Rd		Baltimore	MD	21222
Deborah Eileen Ray		8206 Northview Rd		Baltimore	MD	21222
Dolores E. Beck	Ruth A. Redemann	8209 Peach Orchard Rd		Baltimore	MD	21222
Domenick W. Filleti	Mary E. Filleti	7815 Seaside Rd		Baltimore	MD	21222
Donna Shirrell Robinson	Cecil Robinson Jr.	8247 Peach Orchard Road		Dundalk	MD	21222
Douglas Stanley	Jae Yeon Jeong	8233 Peach Orchard Rd		Dundalk	MD	21222
Dundalk Athletic Club		7801 Seaside Rd		Baltimore	MD	21222
Dundalk Optimist Foundation Inc.	C/O George F Toda	7444 Holabird Ave		Baltimore	MD	21222
Eddie M. Denning	Emily L. Denning	8132 Bullneck Rd		Baltimore	MD	21222
Elizabeth Slack		323 Sollers Point Rd		Dundalk	MD	21222
Extronic Labs LLC		3401 Cardins Park Dr	Suite B	Baltimore	MD	21215
Farrell Alberta Santora		8204 Northview Rd		Baltimore	MD	21222
Fiona Ziemski		1907 Jackson Rd		Dundalk	MD	21222
Food Machinery & Chemical Corp		2929 Walnut Street		Philadelphia	PA	19104
Fort Carroll LLC	C/O M Eisenberg	2844 Old Court Rd		Baltimore	MD	21208
Francis M. Seman Sr.		1315 Willow Rd		Dundalk	MD	21222
Frank Neighhoff		8903 Cuckold Point Rd		Sparrows Point	MD	21219
Franklin Usher	Geoffrey Lyn Shifflett	7803 Seaside Rd		Baltimore	MD	21222
Frederick Dominic Filleti Trustee	Norma Jean Filleti Trustee	7813 Seaside Rd		Baltimore	MD	21222
Gerard J. Wisniewski	Mark Eric Wisniewski	7735 Fairgreen Rd		Baltimore	MD	21222
Global Terminal Holdings LLC		800 South St Ste 500	Suite 500	Waltham	MA	0 2453
Gloria E. Nelson		7908 Lynch Road		Dundalk	MD	21222
Grant P. Johnston		8229 Peach Orchard Rd		Baltimore	MD	21222
GRP Pennington LLC		1212 York Rd	#300C	Timonium	MD	21093
Haqui P. Nguy	Vinh Quoc Nguy	7729 Fairgreen Rd		Baltimore	MD	21222
Harbor Nest LLC		12183 Triadelphia Rd		Ellicott City	MD	21042
Howard M. Crawford	Susan D. Crawford	8242 Northview Rd		Baltimore	MD	21222
Hugh Devlin		9309 Seabay Court		Sparrows Point	MD	21219
Jack Charles		16 Patapsco Ave		Dundalk	MD	21222
Jackie Audell Coco Sr.	Lisa Anne Meyer Coco	8238 Northview Rd		Baltimore	MD	21222
James H. Wood	Ellen N. Wood	8 Patapsco Ave		Baltimore	MD	21222
Jamie Williams	Travis Williams	8239 Peach Orchard Rd		Baltimore	MD	21222
Jeffrey Scott Akers		8244 Northview Rd		Baltimore	MD	21222
Jennifer Murray	Kenneth Murray	8221 Peach Orchard Rd		Dundalk	MD	21222
Jenstar Of Baltimore LLC		PO Box 1400		Voorhees	NJ	0 8043
Jeremy Lorenz		3159 Baybriar Rd		Dundalk	MD	21222
Joanna Esty		8224 Northview Rd		Baltimore	MD	21222
Joel F. Kinkel	Daseul Kim	8252 Bullneck Rd		Dundalk	MD	21222
John Ernst Jr.		8235 Peach Orchard Rd		Baltimore	MD	21222
John J. Carrick	Georgia V. Carrick	8272 Bullneck Rd		Baltimore	MD	21222
John Smith	Jordan Smith	7733 Fairgreen Rd		Dundalk	MD	21222
John T. Haggins	Karen L. A. Haggins	570 Brightwood Rd		Millersville	MD	21108
John Walter Zafia		8227 Peach Orchard Rd		Dundalk	MD	21222
Joseph Corasaniti	Susan Corasaniti	8208 Northview Rd		Dundalk	MD	21222
Joseph S. Bogansky	Diane C. Bogansky	8205 Peach Orchard Rd		Baltimore	MD	21222
Joseph Sirochman	Christine Sirochman	8262 Bullneck Ct		Baltimore	MD	21222
Joseph Stanley Bogansky	Diane Catherine Bogansky	8205 Peach Orchard Rd		Baltimore	MD	21222
Joyce A. Todd		8126 Bullneck Rd		Baltimore	MD	21222
Judith Ann Collins	Ronald Lee Collins	1809 Creston Dr		Forest Hill	MD	21050
Jung Kim	Jum Soon Kim	8152 Bullneck Rd		Baltimore	MD	21222
Kari Price		3151 Baybriar Rd		Dundalk	MD	21222
Kenneth Gajewski	Maureen Gajewski	9000 Avenue A		Baltimore	MD	21219
Kenneth M. Langston	Jessica M. Langston	7739 Fairgreen Rd		Baltimore	MD	21222
Kenneth Ray Freeman	Deborah Ann Freeman	7709 Fairgreen Rd		Baltimore	MD	21222
Kent MCAP Holdings L P		3520 Piedmont Rd	Suite 410	Atlanta	GA	30305
Kevin Haigley	Constantine Pizanis	7711 Fairgreen Rd		Dundalk	MD	21222
Khalid Zunaira		30 Patapsco Ave		Dundalk	MD	21222
KM Phoenix Holdings LLC		1001 Louisiana St	Suite 1000	Houston	TX	77002
Larry M. Smith	Deborah A. Smith	3149 Baybriar Rd		Baltimore	MD	21222
Le Petomane XXIII Inc		35 East Wacker Dr #1550		Chicago	IL	60601
Leonard S. Szumlanski	Nora J. Szumlanski	3157 Baybriar Rd		Baltimore	MD	21222
Lester P. Miskimon Jr.	Shirley A. Miskimon	505 Trappe Rd		Baltimore	MD	21222
Levi Dwight Horton		8118 Bullneck Rd		Dundalk	MD	21222
Linda L. Auld		8211 Peach Orchard Rd		Baltimore	MD	21222
Linwood Jackson		15 South Ln		Dundalk	MD	21222
Lou Konopacki		123 Bayside Drive		Dundalk	MD	21222
Louis Joseph Danna Jr.		8258 Bullneck Ct		Baltimore	MD	21222
Luc McBride		631 Villager Circle		Dundalk	MD	21222
Maritime Applied Physics Corporation		1850 Frankfurst Ave		Baltimore	MD	21226

Mark A. Johnson	Shannon M. Johnson	7819 Seaside Rd		Baltimore	MD	21222
Maroni J. Butler		8128 Bullneck Rd		Baltimore	MD	21222
Maryland Department of the Environment	Wetlands and Waterways Protection Program	Attn: Mr. Matthew Wattach	1800 Washington Blvd., Suite 43	Baltimore	MD	21230
Maryland Port Administration	The World Trade Center	401 East Pratt St STE 2000		Baltimore	MD	21202
Matthew Powers		8270 Bullneck Rd		Baltimore	MD	21222
Mayor & City Council		100 Holliday St	Suite 400	Baltimore	MD	21202
Mayor & City Council		3501 Asiatic Ave		Baltimore	MD	21226
Mazi Chiles	Jessica Bauer	8120 Bullneck Road		Dundalk	MD	21222
Melinda Peks		1402 Steuart Street		Baltimore	MD	21230
Melvin Hoke	Florita Hoke	8210 Northview Rd		Dundalk	MD	21222
Merideth Gray		101 Oak Street		Dundalk	MD	21222
Michael A. Lamar		20 Patapsco Ave		Baltimore	MD	21222
Michael D. Palski Trustee	C. Kathryn Palski Trustee	290 Paisley Dr		Colorado Springs	CO	80906
Michael J. James	Karen L. James	8264 Bullneck Ct		Dundalk	MD	21222
Michael James Fouts	Cheri Lyn Fouts	7741 Fairgreen Rd		Baltimore	MD	21222
Michael L. Weddle	Susan L. Weddle	8119 Dundalk Ave		Baltimore	MD	21222
Michael R. Petro	Betty J. Petro	8241 Peach Orchard Rd		Baltimore	MD	21222
Michael Ross Smith (Tr)	Stephen Charles Smith (Tr)	6211 Old Pennington Ave		Baltimore	MD	21226
Mount Olive Baptist Church	C/o Tiffany Cheek	651 Mount Olive Road		Dundalk	MD	21222
Mr. Johnny Ray Salling		11 Bladen St	321 James Senate Office B	Annapolis	MD	21401
Mr. Rashad Singeltary		100 Holiday St		Baltimore	MD	21202
Mr. Richard Metzgar		6 Bladen St	Lowe House Office Building,	Annapolis	MD	21401
Mr. Robert B. Long		6 Bladen St	Lowe House Office Building,	Annapolis	MD	21401
Myong Su Chu	Serra Park	8215 Peach Orchard Dr		Dundalk	MD	21222
Norcur Inc.		6700 Mclean Way		Glen Burnie	MD	21060
Norman J. York Jr		7817 Seaside Rd		Baltimore	MD	21222
NPD Baltimore Industrial Building I LLC		3315 N. Oak Trafficway		Kansas City	MO	64116
Olivia Lomax		118 Sollers Point Rd		Baltimore	MD	21222
Origin Baltimore Terminals LLC		5401 Pennington Ave		Baltimore	MD	21226
P & B Company	C/O Dundalk Mobile Hm Ct	PO Box 1303		Laurel	MD	20725
Pamela A. Green	David L. Green	7821 Seaside Rd		Dundalk	MD	21222
Patricia Ann Chung	Winchell D. Chung Jr.	24 Patapsco Ave		Baltimore	MD	21222
Patrick K. McShane Jr.	Jessica E. McShane	8223 Peach Orchard Rd		Baltimore	MD	21222
Raven FS Property Holdings LLC	C/O Talen Energy	600 Hamilton St STE 600		Allentown	PA	18101
Raymond J. Barnes		3494 Loganville Dr		Baltimore	MD	21222
Richard A. Stevens		8243 Peach Orchard Rd		Baltimore	MD	21222
Richard K. Derkowski		8218 Northview Rd		Baltimore	MD	21222
Richard M. Ecke	Dorothy K. Ecke	8213 Peach Orchard Rd		Baltimore	MD	21222
Richard U. Wilhelm Jr.		8225 Peach Orchard Rd		Dundalk	MD	21222
Riverbea Corporation		PO Box 366		Pasadena	MD	21123
Robert Albert Santoro		8222 Northview Rd		Baltimore	MD	21222
Robert C. Kapuscinski	Dorothy Y. Kapuscinski	3155 Baybriar Rd		Baltimore	MD	21222
Robert Charles Moore		3143 Baybriar Rd		Baltimore	MD	21222
Robert Gruss	Jodi Lynn Gruss	8231 Peach Orchard Rd		Baltimore	MD	21222
Robert Jones		8250 Northview Rd		Baltimore	MD	21222
Robert W. Moore		3141 Baybriar Rd		Baltimore	MD	21222
Rodney Murchison		23 Maryland Ave		Baltimore	MD	21222
Roger Michael Fell	Patricia Marie Fell	8217 Peach Orchard Rd		Baltimore	MD	21222
Ross E. Eichberg & Paula S. Eichberg	C/O Donna Steffe	4124 Beachwood Rd		Baltimore	MD	21222
RR Holdings & Affiliations LLC		1906 Snyder Ave		Dundalk	MD	21222
Ryan C. Herzog		8226 Northview Rd		Baltimore	MD	21222
S. Ott		1839 S. Hanover Street		Baltimore	MD	21230
Scott Holupka		2527 Yorkway		Dundalk	MD	21222
Sean P. Driscoll	Chelsie A. Reiser	8219 Peach Orchard Rd		Baltimore	MD	21222
Secretary Of Housing And Urban Dev.		14002 E 21St St	Suite 300	Tulsa	OK	74134
Sergio Bautista		6723 Kenwood Ave		Rosedale	MD	21237
Socony Vacuum Oil Co. Inc.		PO Box 64106		Spring	TX	77387
Stacey J. Ingerson		7713 Fairgreen Rd		Baltimore	MD	21222
Stahl Point LLC		3000 John Roebling Way		Saxonburg	PA	16056
Star Marina LLC		6301 N Charles St	Suite 2	Baltimore	MD	21212
State Of Maryland	C/O Hydro Agri North America Inc	100 N Tampa St	Suite 3200	Tampa	FL	33602
State Of Maryland MPA		2200 Broening Hwy		Baltimore	MD	21224
Stephen H. Johnson		8274 Bullneck Rd		Dundalk	MD	21222
Stephen T. Kotula	Louise J. Kotula	8230 Northview Rd		Baltimore	MD	21222
Sunoco Partners Marketing & Terminals L. P.		1900 Dalrock Rd.		Rowlett	TX	75088
Susan M. Cummins		8212 Northview Rd		Baltimore	MD	21222
Teresa Parrott		8220 Northview Rd		Dundalk	MD	21222
Terry L. Harrison	Kimberly Huff	545 Fuselage Ave		Essex	MD	21221
The Lakes At Stansbury Shores Homeowners Association Inc	C/O Sentry Mngmt	2180 West SR 434 #5000		Longwood	FL	32779
Theodore A. Diehl		8130 Bullneck Rd		Baltimore	MD	21222
Thomas Gordon Brown	Mary A. Brown	8202 Northview Rd		Baltimore	MD	21222
Thomas M. Moebuis	Michele J. Moebuis	8154 Bullneck Rd		Baltimore	MD	21222
Tien Thi Cam Nguyen		8240 Northview Rd		Dundalk	MD	21222
Tradepoint Atlantic LLC		6995 Bethlehem Blvd	Suite 100	Baltimore	MD	21219
Tradepoint TiL Terminals, LLC		6995 Bethlehem Blvd	Suite 100	Baltimore	MD	21219
Turner Station Conservation Teams, Inc		323 Sollers Point Road		Dundalk	MD	21222
U.S. Gypsum Company		PO Box 6721		Chicago	IL	60680
Union Carbide Ind. Gases Inc.	Tax Dept.	10 Riverview Dr		Danbury	CT	0 6810
United States Of America	C/O Dept Of Trans	US Coast Guard Yard		Baltimore	MD	21226
United States Army Corps of Engineers	Baltimore District - Regulatory Branch	2 Hopkins Plaza	Attn: Ms. Maria N. Teresi	Baltimore	MD	21201
US Army Ordnance Depot	Defense Logistics Agency	8725 John J. Kingman Road		Fort Belvoir	VA	22060
Usalco LLC		2601 Cannery Ave.		Baltimore	MD	21226
Valerie Brown		1915 Church Rd		Dundalk	MD	21222
Vane Terminal LI LLC		2100 Frankfurst Ave		Baltimore	MD	21226
Veterans Administration Hospital	c/o Mcgowen	9500 North Point Road		Baltimore	MD	21219
W. R. Grace & Co.		7500 Grace Dr.		Columbia	MD	21044
Wayne Lee Warble		8116 Bullneck Rd		Baltimore	MD	21222
Whiting-Turner Contracting Co Inc.		300 E Joppa Rd		Baltimore	MD	21286
William Carter Bowen Sr.	Bonnie Sue Bowen	10 Patapsco Ave		Dundalk	MD	21222
William D. Vitek	Victoria L. Vitek	26 Patapsco Ave		Dundalk	MD	21222
William G. Krakowiak	Anita C. Krakowiak	7727 Fairgreen Rd		Dundalk	MD	21222
William R. Kinkel	Julie A. Kinkel	8248 Northview Rd		Dundalk	MD	21222
William S. Landers	Roberta Landers	8228 Northview Rd		Baltimore	MD	21222
William Scott Weber		8122 Bullneck Rd		Baltimore	MD	21222

Attachment B

COMMENTS RESPONSE

May 30, 2025

Re: **Tradepoint TiL Terminals LLC Sparrows Point Container Terminal (SPCT)**
Agency Interest Number: 141713
Tracking Number: 202361200
Tidal Authorization Number: 23-WL-0762
Water Quality Certification Number: 24-WQC-0045

The Maryland Department of the Environment ("MDE" or "the Department") received your comments regarding Tradepoint TiL Terminals LLC's (TTT) Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland ("Application") received on August 22, 2023.

The applicant proposes to construct a new container terminal in the Port of Baltimore. The Sparrows Point Container Terminal (SPCT) will be located at the Coke Point Peninsula of Tradepoint Atlantic (TPA), 6995 Bethlehem Blvd, Baltimore, MD 21219. The proposed terminal would consist of a +/-3,000-foot marginal wharf with up to nine ship-to-shore cranes, a container yard, gate complex, intermodal/rail yard, and various support structures. To provide vessel access to the wharf, the project would include deepening and widening of the existing Sparrows Point Channel and turning basin, which would require mechanical dredging and placement of approximately 4.2 million cubic yards (MCY) of dredged material. The maximum proposed dredging depth would be -52.22 feet at mean low water.

The proposed project would include four placement options with a total capacity of 4.87 MCY, including the construction of the High Head Industrial Basin Dredged Material Containment Facility (DMCF). A maximum of 1.7 MCY would be placed on-site at the upland High Head Industrial Basin DMCF, a maximum of 1.25 MCY would be placed at the existing Masonville DMCF located in Anne Arundel County, Maryland and/or Cox Creek DMCF located in Baltimore, Maryland, owned by the Maryland Port Administration, a maximum of 1.57 MCY would be barged to Norfolk Ocean Disposal Site (NODS), a designated offshore disposal area located in the Atlantic Ocean, approximately 17 miles from the entrance to the Chesapeake Bay, and a maximum of 350,000 CY of slag will be reused on site. The High Head Industrial Basin DMCF would have an exterior dike elevation of approximately 33 feet above grade (+40 feet NAVD 88), in the existing High Head Industrial Basin located approximately 2.5 miles northeast of the terminal project area within the Tradepoint Atlantic property.

An in-person public hearing for the SPCT was held on February 25, 2025; a virtual public hearing was held on February 27, 2025; and the notice period ended on March 21, 2025. Comments were received during both hearings and during the public notice period and were grouped according to relevance. Those comments received specific to the subject application are outlined below with the following responses:

1) **Water Quality and Contamination Concerns Due to Dredging:**
    a. Commenters had the following concerns: release of existing legacy contamination within the substrate, turbidity resulting from mechanical dredging operation, how long sediments will remain resuspended during/after dredging, the effectiveness of an 'environmental bucket' to contain dredged material, method of dredging, and how far sediments/contaminated sediments may travel.
    b. Commenters had the following requests: use of a turbidity curtain during dredging, use of hydraulic dredging instead of mechanical, testing results (known contaminants) of substrate material, definition of 'hazardous material' with an explanation as to why the dredged material is not considered hazardous, monitoring during dredging activities (both at the location of the dredging and in adjacent residential areas), removal of sediments if found to reach residential areas, monitoring of the DMCF discharge locations, and additional risk assessments.

MDE RESPONSE: *The Department received geotechnical investigations from the applicant that characterize the sediments and identify the known contaminants present in the substrate that will be removed during the dredging process. The applicant also provided data on potential turbidity and the risk of sediments traveling from the dredging area. Based on these data, the Department is in agreement with the proposed method of mechanical dredging using an 'environmental bucket' where appropriate and logistically feasible; an environmental bucket was used previously at this site during maintenance dredging activities and was shown to be successful at that time. Further, while the use of a turbidity curtain will not be required for dredging, MDE will require that appropriate erosion and sediment control measures be in place for the excavation of uplands, and these will be addressed as part of the erosion and sediment control approval issued by MDE. Monitoring for the DMCF discharges is required as part of the separate discharge permits that TTT will be required to have. Conditions to address these concerns are included in the attached R&R as Special Condition F and Q.*

TTT RESPONSE: *TTT conducted a comprehensive evaluation of the sediments in the proposed dredging areas in accordance with Sampling and Analysis Plans (SAPs) that were approved by regulatory agencies prior to the start of the investigations. The ocean placement SAP was approved by the USEPA and included 15 dredging units (separate distinct areas) in the southern portion of the channel that were tested in accordance with requirements under Section 103 of the Marine Protection Research and Sanctuaries Act (MPRSA). The upland placement SAP was approved by the MDE and the MPA and included a total of 28 dredging units (15 in the southern portion of the channel and 13 in the northern portion of the channel). A total of 97 locations (sample cores) throughout the channel dredging footprint were sampled. For each location, the entire core of material proposed for dredging (to a maximum elevation of -52 feet MLLW) was characterized with respect to physical and chemical attributes; ecotoxicological tests (water column toxicity, sediment toxicity, and bioaccumulation exposures) were also conducted for ocean placement for the 15 southern dredging units. Data for both the ocean and upland testing programs were posted on SPCT's website (https://www.spctmd.com/) and have been available for public review since October 2024 (ocean placement) and January 2025 (upland placement). In addition, TTT proactively presented the technical approach and results of the ocean and upland sediment evaluations to multiple community groups prior to the DEIS public hearings and during the DEIS comment period.*

Results of the ocean placement evaluation indicated that material from 14 of the 15 southern dredging units met the requirements for ocean placement under Section 103 of the MPRSA. These dredging units may not require the use of an environmental bucket, as the quality of the material is consistent with material that is maintenance dredged in the adjacent federal navigation channel (Brewerton

Channel). Results of the upland placement evaluation indicated that five dredging units were classified as MDE Reuse Category 1 (Residential - Unrestricted Use), 21 dredging units were classified as Category 2 (Nonresidential - Restricted Use – Nonresidential), and two dredging units were classified as Category 3 (Restricted Use – Cap Required). A human health risk evaluation was used to determine the MDE reuse classification for each dredging unit; this evaluation considered the dose, exposure pathway, and duration of exposures for chemicals that were present in the sediments in each dredging unit. Each of the 28 dredging units was also tested to determine if the materials exceeded the Toxicity Characteristic Leaching Procedure (TCLP) thresholds that are used to categorize material as Resource Conservation and Recovery Act (RCRA) hazardous waste as defined in 40 Code of Federal Regulations (CFR) 261.24. None of the material exceeded TCLP threshold concentrations (i.e., none of the dredge units are considered RCRA hazardous waste). Based on the MDE reuse classifications of the material and the results of the TCLP testing, the materials from each channel dredging unit are suitable for onsite or offsite upland placement.

Additional comparisons of the channel sediment chemical data to the MPA's Baseline Control Limits (numerical screening values that have been established for the MPA's DMCFs) indicated that the chemical concentrations in the two dredging units classified as MDE Reuse Category 3 were dissimilar to material previously placed at the MPA DMCFs; therefore, material from these two dredging units will not be placed at an MPA DMCF but will be placed in the High Head Industrial Basin DMCF on TPA property and will be capped by Category 1 or 2 materials within the DMCF.

Hydraulic dredging is not proposed for the SPCT project due to the volume of water that would require management in the onsite DMCF. Hydraulic dredging does not allow for the recirculation and reuse of the water from within the DMCF for slurry water/pumping and therefore requires DMCF containment capacity of approximately three times higher than the design capacity of the High Head Industrial Basin DMCF. The required DMCF capacity, the increased settling and consolidation time for the sediments in the DMCF, and the volume of water requiring management (and subsequent effluent discharge) precludes the use of hydraulic dredging for this project.

Mechanical dredging with use of an environmental bucket has shown to be effective for controlling turbidity and is commonly used within the dredging industry in areas with known contaminants. Studies conducted by multiple entities have documented that fine-grained sediments resuspended from mechanical dredging operations settle within several hundred feet of the point of dredging. TPA has conducted monitoring of turbidity during maintenance dredging with an environmental bucket in the existing Sparrows Point Channel. The results of these studies indicated the highest turbidity was localized to the upper portion of the water column in the immediate vicinity of the dredge and dissipated to background concentrations at a distance of approximately 300 feet from the point of dredging. Based on results of plume studies and based on the low current velocity in the north channel/turning basin area (approximately 0.02 knots), any suspended sediments resulting from dredging in the north channel area would be expected to remain localized within the turning basin. The northern portion of the channel is located within the turning basin. The turning basin acts as a confined space for a turbidity plume; the confined space contains and restricts movement of the plume.

Many studies have documented the behavior and movement of Total Suspended Solids (TSS) and turbidity associated with clamshell dredging operations. National Marine Fisheries Service has estimated TSS concentrations associated with mechanical dredging of fine-grained material to be several hundred milligrams per liter (mg/L) above background near the bucket (point of dredging), with rapid settlement within a 2,400-foot radius of the dredge location. Dredge point monitoring studies of clamshell dredging in the Baltimore Harbor by the US Army Corps of Engineers (USACE) indicated that TSS concentrations were similar to background concentrations within approximately 240 feet from the point of dredging. Studies conducted by the USACE for dredging activities in

Newark Bay and the Kill Van Kull indicated that turbidity plumes in the upper water column reached background levels within 600 feet of the point of dredging. The MDE regulation COMAR 26.24.02.06 provides a presumptive safe dredging distance of 1,500 feet from shellfish areas during seasonal prohibition periods. Each of these studies provides weight-of-evidence that the movement of suspended sediment from mechanical dredging operations in the south portion of the Sparrows Point Channel would be limited to a maximum of 0.5 miles from the point of dredging. This distance is located within the roughly two-mile extent of the southern shoreline of Sparrows Point and is far-removed from the nearest residential properties that are located several miles away.

2) <u>Dredge Material Containment</u>

a. Commenters had the following concerns: potential for contamination to be released from the DMCFs, the in-water DMCF is too small and does not cap enough legacy contamination in the substrate. Commenters believe that the larger DMCF should be the preferred alternative because it would function to cap more legacy contamination than the smaller in-water DMCF. They believe that the smaller DMCF will result in more aquatic life exposed to existing contamination.
b. Commenters had the following requests: a larger High Head Reservoir DMCF to hold more dredged material on land, a larger in-water DMCF (in order to serve as a cap for existing contamination). Commenters requested capping of existing offshore contaminants to the maximum extent possible.

<u>MDE RESPONSE:</u> *MDE Land Restoration Program (LRP) will be reviewing the plan for the DMCF at High Head Industrial Basin. The proposed High Head Industrial Basin DMCF is under Controlled Hazardous Substances (CHS)/Voluntary Cleanup Program (VCP) oversight, as well as EPA Resource Conservation and Recovery Act (RCRA) oversight. The High Head DMCF dike walls will be required to be capped because TTT plans to construct them out of slag, which is permissible with capping and land use restrictions. The DMCF will also need to be capped once dewatering activities are completed. Conditions to address these concerns are included in the attached R&R as Special Condition O, P, U and V.*

Regarding the request to cap contamination with a DMCF, the Department acknowledges the ongoing concern that areas offshore with known contamination pose a risk to both aquatic life and people. However, it is the Department's opinion that there is a chance that at some point in the future this contamination will be cleaned up. If a DMCF is placed on top of this contamination, it will result in a conversion of tidal open water to uplands, causing the resource to be permanently lost. The Department recognizes that these contaminated locations are a source of exposure for fish and other aquatic life, which then in turn pass contamination up the food web, but the Department supports remedial efforts to address contamination that do not convert tidal open water to uplands.

<u>TTT RESPONSE:</u> *The High Head Industrial Basin DMCF is designed to contain dredged material while ensuring the quality of the effluent discharged from the dewatering of the DMCF complies with project-specific discharge permit requirements (NPDES permit limits). The High Head Industrial Basin DMCF will be constructed with a berm that runs the entire circumference of the existing basin.*

The design criteria include the following:

- *An impermeable subgrade slurry wall. The slurry wall will be embedded into a lean clay strata.*
- *An impermeable clay core located at the center of the embankment berm. The clay core will be embedded into the slurry wall to provide a continuous watertight system.*

This containment system shall be impermeable. Once filled, the DMCF will be capped. The High Head Industrial Basin DMCF will receive all categories of material generated during the container terminal project.

The High Head Industrial Basin DMCF design will be reviewed and approved by the Land Restoration Program of the MDE Land and Materials Administration. The effluent discharge permit (NPDES permit) will be issued by the MDE Wastewater Pollution Prevention & Reclamation Program.

TTT is currently evaluating the expected permeability of the dredged material following placement and consolidation in the onsite DMCF. Laboratory permeability test results show the dredged material permeability to be 1 x 10^{-8} cm/sec. Once consolidated, this material will limit vertical and lateral movement of aqueous media within the DMCF. The DMCF will be capped once filled.

While TTT initially considered a larger offshore DMCF footprint and also considered a smaller DMCF in the footprint of the Coal Pier Basin, the federal and state regulatory agencies required an evaluation of additional dredged material placement alternatives in the DEIS to reduce the loss of aquatic habitat/tidal open water that would occur as a result of the offshore DMCF option. While it is acknowledged that capping offshore sediments and sediment within the Coal Pier Basin would reduce exposure of contaminants to aquatic life, the preferred alternative uses a combination of placement options that eliminates the loss of tidal open water habitat while addressing the dredged material placement needs of the project.

3) **Increased Truck and Train Traffic:**
   a. Commenters had the following concerns: (Trucks) Increased trucks driving through residential streets, lack of signage directing trucks away from residential streets, increased noise, emissions, unsafe conditions, and traffic. (Trains) Increased trains through residential communities where the infrastructure may not support the quantity of trains, creating a safety risk at crossing locations.
   b. Commenters had the following requests: (Trucks) Clarifying information regarding the quantity of expected trucks (daily trucks), a traffic analysis to confirm truck routes/locations, and if the existing infrastructure can support the quantity of trucks, additional signage or other measures to ensure trucks are not driving down residential neighborhoods. (Trains) TTT should pursue automated crossings and address potential noise and safety concerns related to increased train traffic.

MDE RESPONSE: *The Department is reviewing the proposed SPCT in relation to its impact to State Tidal Wetlands. While the Department recognizes these concerns, these comments are outside the scope of the Tidal Wetlands review.*

TTT RESPONSE: *TTT recognizes the concern of increased truck and train traffic. Recent traffic studies indicate that terminal traffic from the SPCT within and around the industrial footprint of Sparrows Point Peninsula will be at levels within acceptable limits for area roadways. Traffic levels will also be at or below expected previously modeled traffic counts which contemplated the redevelopment of the Coke Point Peninsula entirely as distribution centers. Recent roadway improvements made along Bethlehem Blvd. which facilitate direct access from the SPCT terminal to I-695 show that the roadway infrastructure will perform at a "good" level of service with expected traffic below the built capacity of these roadways. Additionally, terminal traffic routing and truck queuing will be kept within the industrial footprint of Tradepoint Atlantic. The planned terminal traffic pattern routes vehicular traffic from and to the terminal along what is today known as Riverside Drive (future Bethlehem Blvd. extended). Riverside drive follows the western*

shoreline of Sparrows Point to Bethlehem Blvd. to the I-695 interchange at Peninsula Expressway. It is also expected that current tenants within Tradepoint Atlantic may opt to use the new terminal, thus potentially reducing truck drayage traffic within the region that currently uses local roadways. TTT agrees that improved directional signage along roadways will help better orient any errant and unintentional traffic impacting local communities back to main roadways and intended truck routes, however, TTT does not have the authority to create new signage on public roads but is working with MDOT and MD SHA on this concern. Only state and local authorities can erect signs on state and local roadways.

Similarly, with respect to the rail crossings, those improvements fall outside the jurisdiction of TTT and the SPCT project. TTT will be coordinating with both CSX & Norfolk Southern, Class I railroads that currently serve Tradepoint Atlantic to evaluate any needed infrastructure upgrades to accommodate train volumes (including at-grade rail crossings) outside the Sparrows Point peninsula. Anticipated rail traffic volumes once the terminal reaches capacity (year 2038) will be consistent with past 2006 volumes experienced during steel mill operations.

4) **Pleasant and North Point Yacht Clubs.**
    a. Numerous commenters requested to keep the Pleasant and North Point Yacht Clubs. They brought up the history of these yacht clubs, the community benefit, the cultural/historic value of these, particularly the African American Yacht club. They believe that the removal of the Pleasant Yacht club will erase a historical and cultural landmark.

MDE RESPONSE: *The proposed mitigation is independent of any lease decision between TPA and the yacht clubs. The Department does not require the removal of any yacht club. The removal or preservation of the yacht clubs are outside the scope of a Tidal Wetlands Review.*

TTT RESPONSE: *By eliminating the proposed Coal Pier Channel DMCF from the preferred alternative in the Final EIS, TTT has avoided the majority of in-water impacts thereby reducing the amount of mitigation required. As a result, no changes will be made to either yacht club as part of the SPCT project.*

5) **Mitigation (Open Water Creation Proposal)**
    a. Commenters had the following concerns: numerous opposition to the removal of the land along Jones Creek and Old Road Bay, potential historical value of the land at the locations of the yacht clubs and Craighill peninsula, the southwest peninsula serves as a breakwater protecting Old Road Bay, while large amount of Tradepoint Atlantic's property was constructed through filling, the actual land beneath most of the North Point Yacht Club and Craighill Peninsula is original, virgin land; not historic fill. Commenters questioned whether this removal of these land features will affect tidal flow and erosion within Jones Creek.
    b. Commenters had the following requests: studies that demonstrate the removal of land will not have a negative effect on tidal flow or increase erosion in Jones Creek, a community benefit. While mitigation is intended to address the environment, community members request that mitigation also provides a community benefit and believe that removal of land will hurt local communities. Finally, they requested that open water creation be replaced with other forms of mitigation (listed below) that they think will be superior in habitat uplift and community benefit.

MDE RESPONSE: *The Department response on this topic is addressed after the following section.*

TTT RESPONSE: *TTT's response on this topic is addressed after the following section.*

6) **Mitigation (Alternative options):**
   a. Commenters requested consideration of the following to meet the mitigation requirement: protection/preservation of Black Marsh Wildlands, removal of marine debris, oyster habitat creation, and removal of derelict/abandoned vessels.
   b. Commenters requested a reduction in mitigation requirements (in order to preserve existing land) due to the following reasons: encapsulation of the coal pier channel should count for mitigation; the construction of the DMCF over known contamination will have a net benefit, improve habitat, eliminate exposure pathways, thus not requiring mitigation. Others believe that this project is self-mitigating.
   c. Numerous commenters requested "algal turf scrubbers, oyster biohuts, living shorelines, and a community monitoring program".

MDE RESPONSE (for both #s 5 and 6): *To authorize SPCT, the Department is recommending to the Board of Public Works (BPW) that mitigation is assessed for impacts associated with the in-water fill caused by the container terminal wharf. On the attached R&R, Special Condition X requires mitigation.*

At this time, a final mitigation package has not been received. The Department will review the mitigation proposal to ensure that values and functions caused by the proposed impact are replaced. Any requests to change the mitigation requirement will be reviewed in consultation with other regulatory and resource agencies. Any mitigation project that involves filling or dredging State tidal wetlands will require its own Joint Permit Application (JPA) and will be subject to a review which includes notice to interested persons, a public comment period, and coordination with other resources agencies that include the Maryland Historic Trust who will review any project for its impacts to historic/cultural resources. COMAR 26.24.05.01.B.(2) Mitigation projects shall be designed to replace the values and functions associated with the wetlands to be impacted.

TTT RESPONSE: *By eliminating the proposed Coal Pier Channel DMCF from the preferred alternative in the Final EIS, TTT has avoided the majority of in-water impacts thereby reducing the amount of mitigation required. Mitigation will be required by MDE for impacts associated with the in-water fill caused by the construction of the container terminal wharf. If the final mitigation package involves filling or dredging of State Tidal Wetlands, the mitigation package will undergo a full review through the JPA process (as noted in MDE's response above). With the elimination of the Coal Pier Channel DMCF, USACE will not require tidal waters mitigation.*

7) **BMPs During Construction.**
   a. Commenters requested the following BMPs and monitoring: BMPs for pile driving and for dredging, including monitoring for underwater noise, turbidity, and intake screening needed for hydraulically placing material. They also requested BMPs for Sediment and Erosion Control and requested the recycling of slurry water.

MDE RESPONSE: *In consultation with Maryland Department of Natural Resources (DNR), the Department recommends to BPW a time of year restriction for dredging and DMCF construction of all in-water work from April 1 through October 1 of any year to protect anadromous fish and aquatic species. Time-of-year restriction waivers for in-water activities may be granted after review and further consultation with DNR. The Department also recommends to BPW that the Licensee is required to submit Erosion and Sediment Control Plan(s), which address protecting*

water quality, maintenance of stream flow, and dewatering. Conditions to address these concerns are included in the attached R&R as Special Condition E. F, K, M and Q.

8) Electrification of SPCT:

a. Commenters had concerns about the increased carbon footprint of the facility and requested electrification of the entire facility.

MDE RESPONSE: *The Department is reviewing the proposed SPCT in relation to its impact to State Tidal Wetlands. While the Department recognizes these concerns, these comments are outside the scope of Tidal Wetlands review.*

TTT RESPONSE: *TTT is committed to developing the greenest port terminal on the East Coast. Towards this goal, the terminal will include ship-to-shore power, making SPCT the only terminal on the East Coast with this provision. Ship-to-shore power connects vessels to the port's electricity grid, which eliminates the need for ships to run their engines to generate electricity when at port. Furthermore, while the proposed terminal is only partially electrified, all ship-to-shore cranes and gantry cranes will be 100% electric, and the terminal has been designed to include infrastructure to easily accommodate electrification of mobile equipment in the future when practicable.*

9) Air Quality:

a. Commenters had concerns about asbestos particularly in Turner Station.

MDE RESPONSE: *The Department is reviewing the proposed SPCT in relation to its impact to State Tidal Wetlands. While the Department recognizes these concerns, these comments are outside the scope of Tidal Wetlands review.*

TTT RESPONSE: *While asbestos was not specifically tested for in the sediments from each of the dredging units, sediment cores collected at each of the 97 sampling locations were visually inspected, geologically logged, and photographed. The core logs included visual descriptions of sediment type and color, odor, and observations regarding debris or unusual characteristics. These records are included as an appendix to the upland sediment report.*

The normal procedure for identification of Asbestos Containing Material (ACM) would be to "inspect" a representative sample of the sediment for suspect ACM and send a sub-sample of suspect ACM identified for analysis of asbestos content. Visual identification of fibrous material or suspect ACM was not noted in sediments for any of the cores. If suspect ACM was identified during the processing of the cores, it would have been sampled and submitted for identification of asbestos content via laboratory analysis. It should be noted that asbestos is an inhalation hazard and that asbestos fibers within wet sediments would not become airborne and would not be a human health risk. Because suspect ACM was not visually identified in any of the cores, ACM would not be expected to be present in dredged material placed in onsite or offsite DMCFs.

10) Community Outreach/Coordination:

a. Commenters expressed a desire to be included in the process and the importance of transparency and public involvement.

MDE RESPONSE: *The Department required the public notice for the SPCT be sent to all riparian property owners within 3 miles of the project site, jointly hosted two public hearings, and is including all attendees and commenters as interested persons. These people will be notified during the review and issuance of any subsequent major modifications or, new applications for mitigation. The Department also provides information related to the project on the following MDE webpage: mde.maryland.gov/programs/water/WetlandsandWaterways/Pages/TPASparrowsPointContainerTerminal.aspx*

TTT RESPONSE: *TTT values our relationship and partnership with our local communities that has been achieved through long-standing community outreach and engagement efforts of Tradepoint Atlantic. As noted on page 6 of the Draft EIS, "TPA and TTT's corporate affairs team developed a robust outreach program to increase public awareness and participation in this process. The program includes the regular engagement of the Tradepoint Atlantic Community Advisory Board, which consists of two dozen representative members of nearby stakeholder communities of Tradepoint Atlantic. Since September 2023, TTT's corporate affairs team has also held and attended more than 50 in-person community stakeholder meetings to present and discuss the project. Public engagement materials are developed in English and Spanish to better engage with and serve the diverse populations within local communities, ensuring that residents have the opportunity to be informed and involved. TTT has also developed a website to provide project information to the public: https://www.spctmd.com /." TTT and Tradepoint Atlantic remain committed to continued engagement with public stakeholders throughout this process as we build upon long-term relationships that reflect, respect, and support the communities of which we are a part.*

After reviewing the proposed activities, the Department determined that Tradepoint Atlantic TiL Terminals LLC is within its riparian rights to construct the Sparrows Point Container Terminal, which includes dredging, wharf construction, and shoreline stabilization. The Department determined that the activities outlined in the attached R&R are consistent with State law and regulations and are a reasonable exercise of the Licensee's riparian rights. The applicant has demonstrated that alternatives to the proposed methods are not feasible, and they have committed to conducting the dredging and wharf construction using best management practices that protect both the Citizens of the State of Maryland and the marine life of the Chesapeake Bay. The Department has decided to send a favorable report recommending the authorization for the proposed activities to the Maryland Board of Public Works (BPW). Please be aware that this report is only a recommendation to BPW for the issuance of a Wetlands License. The BPW will make the final State decision to issue or deny the Applicant's Wetlands License. If you would like to submit comments to the BPW, please contact the Wetlands Administrator, Bill Morgante, at 410-260-7791 or bill.morgante@maryland.gov. Thank you again for your comments. If you have any questions or if I can assist you in any way, please do not hesitate to contact Matt Wallach at matthew.wallach@maryland.gov or 410-207-0893 with any questions. A copy of the signed Report and Recommendation can be found on the following website:
mde.maryland.gov/programs/water/WetlandsandWaterways/Pages/TPASparrowsPointContainerTerminal.aspx

Sincerely,

Matthew Wallach

Matthew Wallach
Tidal Wetlands Division
Maryland Department of the Environment

Cc: Bill Morgante, BPW
Maria Teresi, USACE

COMMENTS RESPONSE

May 30, 2025

Horacio Tablada
Director
Department of Environmental Protection and Sustainability (DEPS)
111 West Chesapeake Avenue Room 305
Towson, Maryland 21204

Email: Horacio Tablada: htablada@baltimorecountymd.gov
David Riter: driter@baltimorecountymd.gov

Re: **Tradepoint TiL Terminals LLC Sparrows Point Container Terminal (SPCT)**
Agency Interest Number: 141713
Tracking Number: 202361200
Tidal Authorization Number: 23-WL-0762
Water Quality Certification Number: 24-WQC-0045

The Maryland Department of the Environment ("MDE" or "the Department") received your comments regarding Tradepoint TiL Terminals LLC's (TTT) Joint Federal/State Application for the Alteration of Any Floodplain, Waterway, Tidal or Nontidal Wetland in Maryland ("Application") received on August 22, 2023.

The applicant proposes to construct a new container terminal in the Port of Baltimore. The Sparrows Point Container Terminal (SPCT) will be located at the Coke Point Peninsula of Tradepoint Atlantic, 6995 Bethlehem Blvd, Baltimore, MD 21219. The proposed terminal would consist of a +/-3,000-foot marginal wharf with up to nine ship-to-shore cranes, a container yard, gate complex, intermodal/rail yard, and various support structures. To provide vessel access to the wharf, the project would include deepening and widening of the existing Sparrows Point Channel and turning basin, which would require mechanical dredging and placement of approximately 4.2 million cubic yards (MCY) of dredged material. The maximum proposed dredging depth would be -52.22 feet at mean low water.

The proposed project would include four placement options with a total capacity of 4.87 MCY, including the construction of the High Head Industrial Basin Dredged Material Containment Facility (DMCF). A maximum of 1.7 MCY would be placed on-site at the upland High Head Industrial Basin DMCF, a maximum of 1.25 MCY would be placed at the existing Masonville DMCF located in Anne Arundel County, Maryland and/or Cox Creek DMCF located in Baltimore, Maryland, owned by the Maryland Port Administration, a maximum of 1.57 MCY would be barged to Norfolk Ocean Disposal Site (NODS), a designated offshore disposal area located in the Atlantic Ocean, approximately 17 miles from the entrance to the Chesapeake Bay, and a maximum of 350,000 CY of slag will be reused on site. The High Head

Industrial Basin DMCF would have an exterior dike elevation of approximately 33 feet above grade (+40 feet NAVD 88), in the existing High Head Industrial Basin located approximately 2.5 miles northeast of the terminal project area within the Tradepoint Atlantic property.

An in-person public hearing for the SPCT was held on February 25, 2025; a virtual public hearing was held on February 27, 2025; and the notice period ended on March 21, 2025. Responses to your comments are below:

General Comments:

1) The Critical Area Commission (CAC) is in discussion with DEPS concerning the mitigation proposal to convert uplands to tidal wetlands and open water.
2) A bald eagle's nest is in the vicinity of the proposed tidal waters/wetlands creation mitigation areas. Please confirm the distance of the proposed mitigation locations with regard to the nest are appropriate and will not be detrimental to the birds.
3) There are possible contamination issues with the excavation of shoreline in terms of disturbing existing contaminated areas. The shoreline at the new Baltimore County Sparrows Point Park was not disturbed because of contamination on site and the recreation area was required to be capped.
4) Alternative mitigation measures appear more likely to meet with Critical Area approval.
5) Will SPCT be required to complete all mitigation prior to issuance of USACE permit and MDE license?

MDE RESPONSE: *Mitigation will not be required to be complete prior to issuance of the MDE License. To authorize SPCT, the Department is recommending to the Board of Public Works (BPW) that mitigation is assessed for impacts associated with the in-water fill caused by the container terminal wharf and Coal Pier DMCF. On the attached R&R, Special Condition X requires mitigation. A more detailed response is below following the questions related to mitigation.*

TTT RESPONSE: *(1, 4 and 5) TTT has revised the proposed action and the Coal Pier Channel DMCF is no longer included, eliminating the need for placement of dredged material in tidal waters. This change has reduced the overall impact on tidal waters and reduced the mitigation requirements. TTT is working with MDE to develop a detailed mitigation plan addressing MDE mitigation requirements. TTT is also working with Baltimore County on requirements for the Critical Area Commission. (2) The bald eagle's nest is more than 660 feet from the proposed mitigation projects, the distance required by USFWS to avoid impacts on nesting eagles. (3) With the reduction in impacts to tidal waters, the required mitigation has been reduced. TTT is working with MDE to confirm appropriate mitigation. If shoreline excavation remains in the proposed mitigation, TPA will follow established protocols for slag excavation and onsite reuse. (4) Comment noted. (5) The mitigation schedule will be established as part of the final mitigation plan, with MDE review and approval. With the removal of the Coal Pier Channel DMCF, USACE will not require mitigation for impacts on tidal waters.*

High Head Industrial Basin

1) How will the 1.7 MCY of dredge material (DM) be placed? Hydraulic, watertight truck?
2) What is the capacity of the proposed HHIB? Are there plans for future expansion?
3) What is the duration of the dredging/placement operations?
4) Does the HHIB design allow for OM bulking, typically 3 times the volume of dredge material placed?
5) What is the source of the water used to create a slurry for hydraulic placement of dredge material? What is the volume (gallons/day) that will be withdrawn from the water source?

6) Has the water currently in the High Head Pond been sampled to determine if it is suitable for discharge prior to the construction of the HHIB? Will SPCT be required to obtain a discharge permit or Water Quality Certificate for effluent discharge?
7) Will the dredge material be offloaded in close proximity to the EPA designated Bear Creek Superfund site?
8) What conditions will be imposed to ensure sediment from the Superfund site will not be resuspended?
9) What is the "safe" distance for the water intake from Bear Creek to ensure contaminated sediments from the adjacent superfund site are not resuspended and potentially mixed in the slurry placed at HHIB?
10) Will discharge permits be required for the outfall structure(s) of the HHIB DMCF?
11) What water quality standards will to be met prior to discharge into the Baltimore Harbor watershed (Bear Creek) as some sediment will go through the outfall as well as soluble contaminants?
12) How long will the DM take to dewater?

MDE RESPONSE: *The water within the high head reservoir is subject to a General Discharge Permit under NPDES. Once the DMCF is constructed, that discharge will also be subject to a General Discharge Permit under NPDES. This discharge will not be included in the Water Quality Certification for the project. Conditions to address these questions are included in the attached R&R as Special Condition O and P.*

TTT RESPONSE: (1) *The dredged material will be placed into the High Head DMCF hydraulically. (2) High Head is a single use DMCF. By increasing the exterior dike elevation from +30 feet NAVD 88 to +40 feet NAVD 88, or approximately 33 feet above grade, the estimated capacity would be 1.7 million cubic yards (MCY) of material. There are no plans for future expansion of the facility. (3) Dredged material placement is anticipated to occur over three dredging seasons. (4) The design capacity for High Head allows for bulking of the material. (5) As noted in DEIS (page 28) "Water would be added to the dredged material to facilitate hydraulic pumping. This added water would be recycled back from the DMCF to the unloader, limiting the volume of water needed for pumping, but additional water from the Patapsco River may be needed." The use of surface waters and the volume of water withdrawn from the Patapsco River will comply with conditions of a Water Appropriation and Use Permit issued by MDE. To the extent possible, slurry water from the DMCF will be recirculated and reused in this process to reduce the volume of surface water required for withdrawal. The volume of surface water necessary to slurry the material is estimated to range from 0 to 4.8 million gallons per day during active dredging operations. (6) The water within the basin is currently being sampled and discharged on a regular basis pursuant to the Baltimore City Back River Wastewater Treatment Plant NPDES permit. TTT is currently working with MDE to obtain appropriate permits for discharges of effluent associated with the operation of the DMCF, including a new or modified NPDES permit. (7) Offloading of the dredged material will occur at the shipyard in the Patapsco River, well south of the mouth of Bear Creek and the Superfund site. (8) No activity associated with this project will occur in proximity to the Superfund site. (9) Offloading of dredged material will occur off shore of at the shipyard location, south of the Bear Creek superfund site, so no slurry water will be used from the vicinity of the Superfund site. (10) TTT is currently working with MDE to obtain appropriate permits. Either a new NPDES permit or a modification to the TPA's existing NPDES permit will be required. (11) TTT is currently working with MDE to obtain appropriate permits. Water quality discharge criteria will be developed through the permitting process. (12) The dewatering rate will be established during final design and engineering.*

Coal Pier Channel:

13) Where will the 55,000 CY of contaminated overburden (material) be placed?
14) How long will the placed OM in the CPC take to dewater?
15) What is the duration of the placement operation?

TTT RESPONSE: *(13 – 15) The Coal Pier Channel DMCF is no longer part of the proposed action.*

Ocean Disposal:

16) What is the status of the permit authorizing the transport and disposal at the Norfolk Ocean Disposal site?

TTT RESPONSE: *(16) TTT is working with the USACE and USEPA Region 3 on the timing for issuance of the USEPA concurrence prior to issuance of the USACE Section 103 permit that authorizes the transport and placement of the material at the Norfolk Ocean Disposal Site. Sediment testing requirements under Section 103 of the Marine Protection, Research, and Sanctuaries Act have been completed and have been reported and discussed with USEPA and USACE. It is anticipated that the Section 103 permit will be issued with Clean Water Act Section 404 permit and the Rivers and Harbors Act Section 10 permit.*

Potential Environmental Impacts Sediments

17) Was the DM categorization provided by MDE or SPCT?
18) Will construction and dredging activities impact the Superfund site adjacent?
19) Will construction and dredging resuspend sediment from the adjacent Superfund site? e.g. boat wake, prop wash from tug boats, barges, mooring, anchorage, etc.
20) Has there been any hydrodynamic modeling with regard to sediment transport? Will the effluent from the HHIB outfall result in a change to the hydrodynamics to the adjacent Superfund site that will be remediated and capped?

MDE Response: *The Department has not received any comments from EPA that expressed concern for the superfund site or their upcoming remediation project. The characterization of the dredged material was provided to MDE from the applicant. The Department accepts this analysis.*

TTT RESPONSE:*(17) TTT provided the material characterization to MDE and MDE has reviewed the categorization of the material. (18) No construction or dredging activity is planned near the Superfund site. (19) No construction or dredging activity is planned near the Superfund site. (20) The projected effluent flow from the High Head Industrial Basin DMCF is well within the NPDES permitted flow rates for the existing outfall and significantly below past flow rates. No impacts are expected to the Superfund site.*

Mitigation:

21) Is there a need for "restoration" at the proposed mitigation sites?
22) What are the goals of the mitigation sites?
23) Will any of the DM be use beneficially at the mitigation sites?
24) Are there any historical preservation considerations with regard to the African-American owned marina?
25) Has a JPA been submitted for the mitigation site(s) or are they included with the JPA for dredging?
26) The Southeast Peninsula and Craighill Lighthouse Peninsula are exposed to high energy from waves and storm surge. The fetch at these locations ranges between >3.5 miles from the Sand SW to >16 miles from the SE.
27) How does the tidal open water transition to upland?

28) How will creating open water by the removal of the Southeast Peninsula impact the adjacent Jones Creek navigation channel? The Southeast Peninsula effectively acts as a jetty.
29) Will the removal of the Southeast Peninsula result in siltation of the Jones Creek Channel and loss of channel capacity?
30) The description of the Bethlehem Boulevard mitigation site is vague. The proposed area is adjacent to the superfund site. Best management practices must be employed to ensure construction activities do not resuspend sediment and/or compromise the cap of the Superfund site. Additionally, the site may not be appropriate for "nature-based solutions" and wetland creation due to the high wave energy from the >4 mile fetch from the southwest.
31) How does removing the High Pier Wharf provide mitigation within the Sparrows Point Channel? The proposed mitigation area is in a shipping channel and will be subject to disturbances from the proposed maintenance dredging and on-going port activities.
32) Derelict Fishing Gear - The proposed locations are not in close is proximity to the impacted area and outside the Baltimore Harbor watershed.
33) Creating and/or seeding oyster reefs at the Fort Carroll location will be challenging as the water typically lacks the salinity for long term oyster survival and reproduction.

MDE Response: *At this time, a final mitigation package has not been received. The Department will review the mitigation proposal to ensure that values and functions caused by the proposed impact are replaced. Any requests to change the mitigation requirement will be reviewed in consultation with other regulatory and resource agencies. Any mitigation project that involves filling or dredging State Tidal Wetlands will require its own Joint Permit Application (JPA) and will be subject to a review which includes notice to interested persons, a public comment period, and coordination with other resources agencies that include the Maryland Historic Trust who will review any project for its impacts to historic/cultural resources, and Critical Area Commission. COMAR 26.24.05.01.B.(2) Mitigation projects shall be designed to replace the values and functions associated with the wetlands to be impacted. However, to comply with COMAR, open water creation is encouraged to be a component of the mitigation package.*

TTT RESPONSE: *With respect to required mitigation and proposed projects, with the removal of the Coal Pier Channel DMCF from the preferred alternative, the mitigation requirements have changed. USACE no longer has mitigation requirements for the project, and MDE mitigation requirements have decreased substantially. TTT is currently working with MDE to confirm the extent of impacts and identify suitable mitigation from the suite of proposed projects already offered. Many of the proposed mitigation projects will not be implemented. Responses below address the comments in the event the mitigation project is selected for implementation, however, most of the previously proposed projects will not advance given the reduced impacts to tidal waters. (21) Restoration at these sites is not required. (22) The goals for selected mitigation will be fully described in the final compensatory mitigation plan. (23) TTT will evaluate if any of the on-site materials are suitable for reuse as the design advances. Currently there are no plans to reuse the dredged material. (24) Pleasant Yacht Club, the African-American marina, and North Point Yacht Club are no longer under consideration as a component to any proposed mitigation. (25) A separate JPA will be submitted for the proposed mitigation, if needed, once final design has been completed. (26) The high energy conditions at these sites will be evaluated and taken into consideration during development of the final compensatory mitigation plan, if these sites remain within the final plan. (27) The intent of the design is for tidal open water and low marsh tidal wetlands to be the dominant habitats within these sites, then they will transition to a narrow high marsh zone prior to transitioning to a native shrub upland buffer. Details of the transition will be determined as final design advances, if this site is included within the final plan. (28) Comment noted. This mitigation project is unlikely to be part of the proposed mitigation plan. (29) Siltation will be considered as part of the studies conducted to support the development of the final compensatory mitigation plan, if applicable. (30) The Bethlehem Boulevard site is located*

outside of the proposed project limits for the EPA Superfund site. There will be coordination between the design of both sites as design advances. The current plan will contemplate a stone sill or reef-like structure to protect the site from high wave energy and fetch, if this site is included in the final mitigation plan. (31) Comment noted. TTT is reevaluating this mitigation proposal. (32) MDE has stated that the proposed locations should be within the Patapsco River watershed or the adjoining Middle Chesapeake Bay watershed, as depicted on the map of historic fishing grounds included in the mitigation package. Further studies and coordination with the agencies will occur to finalize the project sites selected. (33) Other agencies have recommended creation of a new reef area at Fort Carroll as part of the mitigation package, based on the success of other reef creation activities at the site, despite the lower salinity in this portion of the watershed. Per MDE's direction, the applicant may consider other sites within the Patapsco or adjoining Middle Chesapeake Bay watershed for oyster reef creation in consultation with the agencies if the mitigation package needs to be expanded to include this option and to provide a diverse package of mitigation strategies.

After reviewing the proposed activities, the Department determined that Tradepoint Atlantic Til Terminals LLC is within its riparian rights to construct the Sparrows Point Container Terminal, which includes dredging, wharf construction, and shoreline stabilization. The Department determined that the activities outlined in the attached R&R are consistent with State law and regulations and are a reasonable exercise of the Licensee's riparian rights. The applicant has demonstrated that alternatives to the proposed methods are not feasible, and they have committed to conducting the dredging and wharf construction using best management practices that protect both the Citizens of the State of Maryland and the marine life of the Chesapeake Bay. The Department has decided to send a favorable report recommending the authorization for the proposed activities to the Maryland Board of Public Works (BPW). Please be aware that this report is only a recommendation to BPW for the issuance of a Wetlands License. The BPW will make the final State decision to issue or deny the Applicant's Wetlands License. If you would like to submit comments to the BPW, please contact the Wetlands Administrator, Bill Morgante, at 410-260-7791 or bill.morgante@maryland.gov. Thank you again for your comments. If you have any questions or if I can assist you in any way, please do not hesitate to contact Matt Wallach at matthew.wallach@maryland.gov or 410-207-0893 with any questions. A copy of the signed Report and Recommendation can be found on the following website:
mde.maryland.gov/programs/water/WetlandsandWaterways/Pages/TPASparrowsPointContainerTerminal.aspx

Sincerely,

Matthew Wallach

Matthew Wallach
Tidal Wetlands Division
Maryland Department of the Environment

Cc: Bill Morgante, BPW
Marie Teresi, USACE