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Baltimore Gas and Electric (BGE) Key Crossing  
Public Hearing

May 14, 2019

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IN RE: Public Information Hearing for Wetland  
License

BALTIMORE GAS AND ELECTRIC  
KEY HIGHWAY RELIABILITY INITIATIVE  
PUBLIC HEARING

Community College of Baltimore County  
Dundalk Campus  
7200 Sollers Point Road  
Staten Multi-purpose room, Room 102  
Dundalk, Maryland 21222

IN RE:

PUBLIC INFORMATION HEARING FOR WETLANDS LICENSE  
18-WL-1223 AND NONTIDAL PERMIT 18-NT-0386

Reported by Kathleen E. Manes, Court Reporter

EVANS REPORTING SERVICE  
The Munsey Building, Suite 705  
Seven North Calvert Street  
Baltimore, Maryland 21202  
410.727.7100 800.256.8410

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1 PRE-BID CONFERENCE  
2 A public information hearing for  
3 Wetlands License 18-WL-1223 and Nontidal Permit  
4 18-NT-0386 in the above-captioned matter, on  
5 Tuesday, May 14, 2019, commencing at 7:00 p.m.  
6 Eastern Standard Time, and reported by Kathleen  
7 Manes, a Notary Public.  
8 \* \* \* \*  
9  
10 APPEARANCES:  
11 Jonathan Stewart, Eastern Region Chief,  
12 Tidal Wetlands Division, Water and Science  
13 Administration, MDE  
14  
15 Bonnie Johansen, BGE Key Crossing Project  
16 Manager  
17 Odessa Phillips, BGE Outreach  
18 Jim Burkman, BGE Senior Environmental  
19 Scientist  
20 James Casey, BGE Principal Project Manager  
21 Robert Munley, BGE Lead Responsible  
Engineer  
Amanda Sigillito, MDE Chief of Nontidal  
Wetlands  
Matthew Wallach, MDE Natural Resource  
Planner  
Cheryl Kerr, MDE Natural Resource  
Planner  
Bill Morgante, MDE Board of Public Works

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1 APPEARANCES CONTINUED:  
2 Eleanor Wilson, Century Engineering Senior  
3 Environmental Scientist  
4 Derek Boyd, Century Engineering Engineer  
5 Jeff Brown, Century Engineering Permanent  
6 Support  
7 Geoffrey Thomas, GM Project Management  
8 Jeff Meling, ECT Environmental Engineer  
9 Brendan Benton, Assedo Consulting Outreach  
10 Program  
11 Jeff Thompson, Centra  
12  
13 GENERAL PUBLIC APPEARANCES:  
14 Haley Kelly  
15 Sarita Brewer  
16 John Brewer  
17  
18  
19  
20  
21

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1 PROCEEDINGS:  
2 MR. STEWART: Good evening. My name  
3 is John Stewart and I am the Eastern Region  
4 Chief for the Tidal Wetlands Division within  
5 the Water and Science Administration at the  
6 Maryland Department of the Environment. I will  
7 be the hearing officer for tonight's public  
8 information hearing. I would like to welcome  
9 everyone and thank you for taking the time to  
10 participate in the State's regulatory process.  
11 Attending the hearing with me this evening for  
12 the Department are Amanda Sigillito, Chief of  
13 the Nontidal Wetlands Division; Jeff Thompson,  
14 Central Region Chief of the Nontidal Wetlands  
15 Division; Cheryl Kerr, Project Manager in the  
16 Nontidal Wetlands Division; and Matt Wallach,  
17 Project Manager in the Tidal Wetlands Division.  
18 I would like to welcome everyone here this  
19 evening and thank the Baltimore -- the  
20 Community College of Baltimore County for the  
21 use of their facility tonight.

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1 Hearing Procedure: The Wetlands and  
2 Waterways Program is conducting a public  
3 informational hearing pursuant to  
4 Subsection 5-204 of the Environmental Article  
5 and Code of Maryland Regulations 26.24.01.05  
6 and 26.23.02.02. This hearing is not a  
7 contested case hearing under the Maryland  
8 Administrative Procedures Act or a public  
9 hearing for water quality certification  
10 pursuant to COMAR 26.08.02.10. The purpose for  
11 this informational hearing is for the applicant  
12 to present the proposed project and wetland  
13 impacts that may be associated with the  
14 proposed activity. In addition, the hearing  
15 provides the Department with an opportunity to  
16 solicit additional information from the  
17 interested persons. While I want to stress the  
18 fact that we are here to share information, we  
19 will have some structure to the hearing in  
20 terms of the order and length of the various  
21 presentations.

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<p style="text-align: right;">Page 6</p> <p>1 First, an applicant and any 2 interested person shall be given an opportunity 3 at the informational hearing to present facts 4 and make statements for or against granting the 5 license. Questions may be asked of and 6 directed to the hearing officer but 7 cross-examination may not be conducted. The 8 hearing is not a contested case hearing under 9 Maryland's Administrative Procedure Act. 10 Second, the order of the presentation 11 is determined by the hearing officer and may be 12 conducted as following: introduction and 13 activity and participants by the hearing 14 officer, presentation of the proposed project 15 by the applicant, questions about the activity, 16 statements by public officials, statements in 17 opposition, statements in support, and closing 18 the public informational hearing by the hearing 19 officer. 20 Third, the hearing officer has the 21 authority and duty to conduct a full and fair</p>	<p style="text-align: right;">Page 8</p> <p>1 statement to make it part of the official 2 record. Written comments will also be accepted 3 and receive the same consideration as any oral 4 statement. In fact, for accuracy if you have 5 written comments to read into the record, 6 please provide us a copy of those comments 7 before you leave. 8 Now for the proposed project, the 9 program is considering Baltimore Gas &amp; 10 Electric's application to conduct regulated 11 activities requiring a Tidal Wetlands License 12 and a Nontidal Wetland Permit. In addition, 13 the program must also issue a water quality 14 certification as required under section 401 of 15 the Clean Water Act and a federal consistency 16 determination pursuant to Section 307 of the 17 Federal Coastal Zone Management Act of 1972 as 18 amended. The regulated activities are 19 necessary for BG&amp;E to replace its aging, 20 underground 230 kilovolt high-pressure 21 fluid-filled transmission cables, which cross</p>
<p style="text-align: right;">Page 7</p> <p>1 public informational hearing, act to avoid 2 unnecessary delay and maintain order, regulate 3 the course of the hearing and the conduct of 4 the participants, extend the time period for 5 providing supplemental written comments or 6 information for inclusion in the hearing 7 record, and rule upon a request for continuance 8 of the hearing. At the close of the public 9 comment period, the hearing officer shall 10 prepare an official record of the public 11 informational hearing and comments. 12 The hearing is being recorded this 13 evening by Evans Reporting and the transcript 14 will be used to facilitate a final permanent 15 decision. A copy of the transcript will be 16 available on the BGE project website 17 <a href="http://www.bge.com/keycrossing">www.bge.com/keycrossing</a>. 18 Did I get that right? 19 MS. WILSON: Yep. 20 MR. STEWART: All right. Please be 21 advised that it is not necessary to read a</p>	<p style="text-align: right;">Page 9</p> <p>1 the Patapsco River between Hawkins Point and 2 Sollers Point immediately north of the Francis 3 Scott Key Bridge with a new overhead 4 230 kilovolt transmission line across the 5 Patapsco River. Replacement of the existing 6 230 kilovolt cable includes the construction 7 and the energization -- energization of the 8 overhead lines supported by eight monopole 9 towers, including three land-based towers and 10 five water-based towers with vessel collision 11 protections structure, the decommissioning of 12 the existing 230 kilovolt HPFF cables and the 13 decommissioning of the terminal stations at 14 Hawkins Point and Sollers Point. Mitigation is 15 required by this project for both tidal 16 waterway impacts and nontidal wetland impacts. 17 The proposed work under Nontidal Wetlands 18 Permit Application No. 18-NT-0386201862065 will 19 result on the site access, forest cutting, 20 clearing, grading, and construction of towers 21 1, 7, 8. The work will result in permanent</p>

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<p style="text-align: right;">Page 10</p> <p>1 conversion of 22,259 square feet or .518 acres          2 of forested nontidal wetlands to emergent          3 nontidal wetlands, permanent conversion of          4 4,608 square feet or .11 acres of scrub shrub          5 nontidal wetlands to emergent nontidal          6 wetlands. The work will also result in          7 temporary impacts to 142 square feet of scrub          8 shrub nontidal wetlands and temporary impacts          9 to 28,237 square feet or .65 acres of the          10 25-foot nontidal wetlands buffer adjacent to          11 the Patapsco River, which is a Use II river.          12 Mitigation is required by this          13 project for both tidal waterway impacts and          14 nontidal wetland impacts. Mitigation for          15 permanent conversion of forested and scrub          16 shrub nontidal wetlands to emergent nontidal          17 wetlands is proposed to be satisfied through          18 the purchase of credits and an off-site          19 permitted responsible mitigation project. The          20 proposed work under the Tidal Wetlands License          21 Application No. 18-WL-123201862065 will result</p>	<p style="text-align: right;">Page 12</p> <p>1 towel -- tower over an 81.5-foot by 64-foot by          2 17-foot 7.3-inch high platform and an 11-foot          3 wide protection structure surrounding the          4 entire platform, creating a ring with a maximum          5 length of 256 feet and -- and the width of 154          6 feet. Tower 5 consists of a 205-foot tall          7 tower over a 29-foot 9-inch by 29-foot 9-inch          8 platform by a 20-foot 9.4-inch platform, an          9 11-foot wide protection structure surrounding          10 the entire platform, creating a ring with a          11 maximum length of 62 feet and a width of          12 62 feet. Tower 6 consists of 184-foot 8-inch          13 tall tower over a 26-foot by 26-foot by 20-foot          14 9.4-inch high platform. The new transmission          15 cables will extend 10,572 linear feet across          16 the Patapsco River between the mean high water          17 lines. The new overhead line consist of six          18 double bundled 1.41-inch diameter conductor          19 lines totaling 12 lines and 2.56-inch diameter          20 shielded wires. Tidal mitigation is pro --          21 being proposed at the chess -- Chestnut Hill</p>
<p style="text-align: right;">Page 11</p> <p>1 from filling activities associated with access          2 to construction of two towers, Towers 2 through          3 6 and associated vessel protection devices.          4 This work will result in permanent impacts of          5 2,048 square feet, .05 acres, and 1,390 cubic          6 yards and temporary impacts to 126,80 square          7 feet or 2.91 acre -- 2.91 acres to the Patapsco          8 River, a Use II river, the proposed water-based          9 towers and vessel collision protection          10 structures are pile-supported structures with          11 open-frame concrete platforms. Tower 2          12 consists of a 220-foot tall, over a 29-foot          13 9-inch by 29-foot 9-inch by 20-foot 9.4-inch          14 high platform and two 12-foot by 12-foot          15 protected dolphins. Tower 3 consists of a          16 380-foot tall tower over a 81.5-foot by 64-foot          17 by 17-foot 7.3-inch high platform and an          18 11-foot wide protection structure surrounding          19 the entire platform, creating a ring with a          20 maximum length of 201 feet and a maximum width          21 of 134 feet. Tower 4 consists of a 380-foot</p>	<p style="text-align: right;">Page 13</p> <p>1 property to offset permanent tidal waterway          2 fill impacts.          3 The statutory authority for issuance          4 of a Tidal Wetland License is Title 16 of the          5 Environmental Article Annotated Code of          6 Maryland as implemented under COMAR 23.02.04          7 and 26.24. A state Tidal Wetlands License is          8 issued by the Board of Public Works, consisting          9 of the governor, state treasurer, and          10 comptroller of the State of Maryland based upon          11 a report and recommendation submitted to the          12 Board by this Department in accordance with the          13 Maryland Constitution. The Board is the sole          14 body with authority over state property          15 including state tidal wetlands. In its          16 proprietary authority, the State has the right          17 to grant a third party a license to construct          18 or conduct an activity in state tidal wetlands.          19 According to the Section 16-202 of the          20 Environmental Article, the secretary of the          21 Department shall assist the Board in</p>

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<p style="text-align: right;">Page 14</p> <p>1 determining whether to issue a license to 2 dredge or fill state wetlands. The secretary 3 shall submit a report indicating whether the 4 license should be granted including any 5 recommendation, recommended terms, conditions, 6 and consideration after consultation with 7 applicable federal, state, and local entities. 8 Issuance of sufficient public notice in 9 conducting any requested hearing, consideration 10 of any public comments received, and 11 consideration of any other information the 12 secretary thinks is advisable. In making its 13 decision, the Board is guided by the public 14 policy of the State, considering applicable 15 ecologic, economic development, recreational 16 aesthetic values -- values to preserve tidal 17 wetlands and prevent their disabilization 18 [sic] and destruction. Additionally, the 19 statutory authority for issuance of a nontidal 20 permit is Title 5 of Subtitle 9 of 21 Environmental Article and COMAR 26.23.02.</p>	<p style="text-align: right;">Page 16</p> <p>1 slides that we want to run through to kind of 2 point out some key points. We're not going to 3 hit every slide, but just want to make sure we 4 touch on some keys point for you tonight. So 5 as we said, this is a reliability initiative 6 and the overhead lines run -- kind of encompass 7 our jurisdiction but they run underground along 8 the Key Bridge, so they're in -- in the 9 riverbed. And we're going to be replacing 10 those with overhead structures. And you saw a 11 couple of those pictures so if you want to just 12 flip through these. Keep going. And we talked 13 about overhead and underground. And I think 14 the important part here is to see and -- and 15 Jim Casey, who's the project manager is going 16 to talk in more detail, but this shows a 17 picture of it's going to run alongside. And I 18 wanted to show -- where's the one picture? Oh, 19 it's easier especially for people to see. So 20 I'm just going to -- are you okay if I show 21 them? So just so you can see where it runs,</p>
<p style="text-align: right;">Page 15</p> <p>1 If there's anyone who has not signed 2 the attendance sheets outside, please do so 3 before you leave today. These sheets will be 4 used to notify you of our final decision and 5 provide you with a copy of the hearing report 6 and will also be used to identify those of you 7 who wish to make a statement at tonight's 8 hearing. Those statements will be heard at the 9 conclusion of the applicants' presentation. As 10 a courtesy, please turn off all communication 11 devises or place them in silent mode. 12 All right. I don't think there's any 13 dignitaries here. So at this time, I would ask 14 that the questions please be held until the 15 conclusion of the presentation. I would not 16 ask that the applicant present the proposed 17 project. 18 (Whereupon a video was played.) 19 MS. JOHANSEN: Good evening. I'm 20 Bonnie Johansen. I'm manager of large projects 21 for BGE. So with the video, we have some</p>	<p style="text-align: right;">Page 17</p> <p>1 this is where it's going to run alongside. And 2 it's a little more than 600, 700 feet away for 3 the existing Key Bridge and so you get an idea 4 of where it's going to go to. 5 MR. CASEY: All right. Good evening, 6 everybody. As Bonnie mentioned, I'm -- I'm Jim 7 Casey. I'm a project manager with Baltimore 8 Gas &amp; Electric. So I just want to share with 9 you some more details relative to the proposed 10 new infrastructure. So basically what you see 11 here is -- it's a planned view of the new 12 infrastructure starting in Hawkins Point in the 13 City and Sollers Point in the County on -- on 14 the right side of screen. There's eight 15 structures that we're going to build, one on 16 landside, Hawkins Point; and then you have five 17 water-based structures -- Towers 2 -- 2 through 18 6; and then Towers 7 and 8 actually located 19 landside on -- on Sollers Point. You see that 20 we -- we need to accommodate for the existing 21 shipping channel so our Towers 3 and 4 -- when</p>

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<p style="text-align: right;">Page 18</p> <p>1 we talk more about the design characteristics, 2 Towers 3 and 4 are the tallest structures in -- 3 in the infrastructure so that we can allow for 4 vertical clearance requirements for ships and 5 access to the channel today as well as in the 6 future, so I think we're going to hear Derek 7 talking about the specific design 8 considerations. I mentioned the vertical 9 clearance. In discussions with MPA, they 10 mentioned a couple of -- a couple of 11 constraints we needed to keep in mind when -- 12 as we designed this new infrastructure. One 13 was the existing width of the shipping channel 14 as well as the future width of -- of -- of a 15 proposed widening of the shipping channel. So 16 in the future there's plans to expand the width 17 of the shipping channel to 1,000 feet. There's 18 also a vertical clearance requirement for ships 19 that will be accessing the harbor in the future 20 at 216 feet, so we needed to account -- to 21 provide that vertical clearance, which is, as</p>	<p style="text-align: right;">Page 20</p> <p>1 width of that shipping channel. So that future 2 width -- proposed width, we've more than 3 accounted for with a width of -- width of that 4 longest span of 2,200 feet. 5       Additionally, here it shows the 6 distance from the center line of the proposed 7 infrastructure to the center line of the Key 8 Bridge. We got asked pretty often when we 9 first started sharing this slide about how far 10 the new infrastructure was from the Key Bridge. 11 So you can see there, center line and Tower 3 12 we're roughly 700 feet away. Tower 4 we're 731 13 feet away approximately. 14       Talking about the structure 15 themselves, we -- we've looked at a number of 16 structures over the years. Initially, in -- in 17 order to achieve the vertical clearance 18 requirements for Towers 3 and 4, there were 19 some -- some capability concerns that -- that 20 led us to considering alternative type 21 structures. I guess I'll -- let me see here,</p>
<p style="text-align: right;">Page 19</p> <p>1 you can see here, we provided 215 feet plus an 2 additional 16 feet of electrical safe 3 clearance, so a total of 230 -- 31 feet of -- 4 of vertical clearance all together. 5       There's also an underground or 6 constraint or an underground depth as well they 7 wanted us to keep in mind, but in this case the 8 proposed above -- aboveground infrastructure 9 doesn't -- doesn't constrain their ability to 10 go deeper. 11       So this is -- this is another 12 overhead picture which represents a couple 13 things. The yellow line represents the -- the 14 center line of the proposed infrastructure and 15 each one of the dots represents a structure 16 location. So again, you have Tower 1 on the 17 Hawkins Point side pro- -- progressing through 18 Tower 8 on the Sollers Point side. This -- 19 this image also shows the -- the horizontal 20 length of each of the spans. The largest 21 horizontal span is 2,200, again spanning the</p>	<p style="text-align: right;">Page 21</p> <p>1 so one of the structures we looked at in the 2 past was -- was a tubular lattice, which is 3 this structure right here. And we looked at 4 this structure because again we -- when we 5 started talking with our tower vendors, there 6 was some capability concerns. They weren't 7 sure that they'd be able to fabricate monopoles 8 that would reach these heights because the base 9 sections were -- were so large in diameter and 10 the -- the metal -- the machines they use to 11 bend the metal, the brakes may not have been 12 capable to -- to form metal at the thicknesses 13 that we -- we initially thought we needed. 14 However, as we've advanced the design, we've 15 managed to come up with a solution to implement 16 the monopoles at each of the eight locations, 17 which does a number of things for us. As the 18 slide represents, it has the smallest footprint 19 in the river so it has the smallest impact 20 environmentally. The -- the one steel monopole 21 as opposed to the four also has the least</p>

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1 impact visually, so both -- both positive  
2 things. The -- the range of the towers again  
3 closer to the shore, the range of elevation or  
4 starting elevation around 167 feet. As we get  
5 close to the shipping channel where Towers 3  
6 and 4 are, we reach heights that are 397 feet  
7 above the water line.  
8 We also on this have a little more  
9 detail about the -- the vehicle collision  
10 barriers. This is a -- the format of the --  
11 the vessel -- I'm sorry -- the vessel collision  
12 barriers that we have at Towers 3 and 4 as you  
13 can see the -- the outer ring is the actual  
14 collision protection barrier. The inner -- the  
15 inner structure is the -- the actual foundation  
16 for the monopole structure. So the -- the  
17 collision protection barrier is a separate  
18 independent structure intended to absorb any  
19 impact from the ships -- ships that may access  
20 the -- the harbor. Each of these structures  
21 is -- is a pile-type foundation so again

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1 they're -- they're pre-formed concrete slabs  
2 that are mounted on piles in the water.  
3 Let's just touch real quickly on  
4 the -- the overhead configuration as well. So  
5 we touch -- this was touched in the open  
6 statement as well, but there's -- there's two  
7 static wires as well as six energized  
8 conductors per service. So in total, there's  
9 12 energized conductors and two static wires, a  
10 total of 14 conductors that will run across the  
11 water from Hawkins Point to Sollers Point.  
12 This is a rendering of what we anticipate  
13 the -- the new overhead infrastructure to look  
14 like. One thing that is -- that is not  
15 accurate in this rendering is again -- once the  
16 infrastructure's installed and energized, the  
17 terminal stations on the Hawkins Point and the  
18 Sollers Point side will be decommissioned,  
19 removed, and those areas will be returned to as  
20 close as natural conditions as we can get.  
21 This is just another view to kind of

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1 give you an understanding of what the system  
2 will look like if you're crossing the bridge  
3 from the shoreline. I guess this is from  
4 the -- it looks like the Hawkins Point -- a  
5 view from the Hawkins Point side.  
6 This is a rendering of the  
7 infrastructure from Fort McHenry. This slide  
8 is intended to address viewshed concerns. So  
9 Fort McHenry's roughly four miles away from  
10 the -- from the -- where we're going to build  
11 the crossing. So you can look closely and see  
12 Towers 3 and 4 that are outside of that main  
13 shipping channel, those bridge abutment  
14 structures.  
15 This is a -- so -- so this is one of  
16 the key points we want to make as we -- as we  
17 introduce this project is that these are big  
18 structure. When we talk about 400 feet in  
19 height and we talk about the size of the  
20 collision protection barriers, it's hard to get  
21 a picture in your mind about how -- how big

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1 these structures are. So this was a slide that  
2 we generated to -- to kind of provide some  
3 perspective relative to the size of this  
4 infrastructure. So you see here is -- is a  
5 rendering of our -- the -- the infrastructure  
6 we're going to build at Tower 3 and Tower 4.  
7 So again, we're roughly 400 feet vertical  
8 height here. You see a typical tugboat you may  
9 see in the harbor, and you see a shipping -- a  
10 ship that may be accessing -- accessing the  
11 harbor via the shipping channel at any point in  
12 time. The thing it's not so easy to see is  
13 the -- is the dock here on the top corner --  
14 top right corner of the collision protection  
15 area. That's a -- that's a six-foot person  
16 standing on the edge of that barrier, so again,  
17 it provides some perspective of how big these  
18 structures will be.  
19 So construction methods, just want to  
20 quickly touch on a few points here. So one of  
21 the things we needed to account for, again I



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<p style="text-align: right;">Page 26</p> <p>1 mentioned these are all pile -- piles that the 2 infrastructure is going to be built on, we -- 3 in order to mitigate noise and vibration 4 associated with the pile-driving operations, 5 there's a methodology that we're going to 6 implement to -- to reduce the -- the impact and 7 the duration of those vibrations and noise. 8 So -- so it's kind of a three-step process. 9 First, piles will be lowered into place. 10 They'll be allowed to -- to -- to sink under 11 their own weight till they actually meet 12 resistance and refusal. The next step will be 13 to use a vibratory hammer to vibrate them to 14 achieve deeper depths again until refusal. And 15 then the last step in the process is actually 16 utilizing the impact hammer which is -- which 17 will drive them to their final depth. We 18 anticipate at that point we'll -- we'll need 19 one to two hours of that impact hammer. We -- 20 we anticipate that we'll have -- we'll average 21 two -- two piles a day. So if you -- if you do</p>	<p style="text-align: right;">Page 28</p> <p>1 conductors and the shields wires via helicopter 2 operation as it showed in the video. We 3 anticipate standard workdays, eight to ten 4 hours per day, five days a week, so I don't 5 expect -- expect at this point to work anything 6 over and above that. 7 From a timeline perspective, we 8 expect upon receipt of permits two to three 9 years to complete the project. That's 10 inclusive of construction of the new 11 infrastructure, energization, and 12 decommissioning the -- and removal of the 13 existing structure as well. 14 I'll turn it over to Eleanor. 15 MS. WILSON: Eleanor Wilson. I am 16 with -- helping BGE with the dredge permit 17 application process. So we're -- we're going 18 through all of the required permitting 19 processes: the dredge permit application for 20 wetland and waterway impacts; the CPCN required 21 for transmission projects, that's with the</p>
<p style="text-align: right;">Page 27</p> <p>1 the math, it's, you know, between two and four 2 hours a day of impact hammering. The -- the -- 3 the time during the day we expect to vary 4 depending on the pile size. And then once -- 5 as I mentioned, once -- once the piles are set, 6 we install prefabricated concrete platforms on 7 the piles, we install the rebar cages, and we 8 pour the -- the additional sections on top. 9 Once the collision protection barriers and 10 found -- and the structure foundations are 11 constructed, we're going to erect the 12 monopoles. The monopoles will be erected via 13 cranes and barges, which we expect the 14 equipment to look a lot like what you see here. 15 And -- and this is the -- the barge -- a 16 configuration of barges and cranes that will be 17 very common during our entire construction 18 sequence. I just want to hit on that this is 19 the equipment that we expect to -- to erect the 20 structure as well. Once all eight structures 21 are in place, we're going to string the</p>	<p style="text-align: right;">Page 29</p> <p>1 Public Service Commission; Tidal Wetlands 2 License; Chesapeake local area compliance; the 3 erosion and sediment control compliance 4 required with the County and State and City for 5 the impacts for land-based construction and -- 6 and working through all the required permits 7 with the various agencies. So we've done a lot 8 of studies for our existing conditions, 9 historic, culture resources, threatened and 10 endangered species, contaminated materials, so 11 we have a -- we've been having a lot of 12 meetings throughout the year with the 13 regulatory agencies and kind of collaborate 14 with them to come to the least impactful 15 project that we can for this project. 16 So we're -- throughout the process 17 we've been worked on creative ways to, you 18 know, make the project least impactful, looking 19 at oyster habitat creation within the towers 20 and the project area. We're working to kind of 21 clarify that. But that's one way we're looking</p>

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<p style="text-align: right;">Page 30</p> <p>1 to help water quality. The tidal wetland 2 mitigation site a Chestnut Hill Cove. I'll go 3 through that in a little more. Reduced impacts 4 to the -- to avian species. We've been working 5 with DNR and -- and the Audubon Society to get 6 ideas for how to enhance our designs to have 7 least impact on those and -- and also the -- 8 for safety concerns, you know, the harbor, the 9 vessel collision protection structures so that 10 we don't have any issues with the safety of 11 the -- the infrastructure.</p> <p>12 Next slide. So as you've seen in the 13 video and as they talked about some in the 14 previous slides, we've done a lot to avoid and 15 minimize our impacts. We have avoided 16 impacting the shipping channel through design 17 changes from under -- the underground and the 18 overhead and the various iterations of it, the 19 spacing of the towers. We avoided impacts to 20 identified potential archeology resources, 21 significant reduction in tidal waterway fills</p>	<p style="text-align: right;">Page 32</p> <p>1 that, and the decommissioning of existing 2 terminal stations that are in the critical area 3 to -- to reduce impacts in -- along the 4 waterway. So these are just a summary of the 5 impacts, the mitigation required, and that 6 we're working on it. We already discussed 7 those.</p> <p>8 For critical area, we are planting on 9 site at the Sollers Point side almost 4 acres 10 of -- of reforestation on there for critical 11 area, so that's a good thing. And then the 12 rest will be satisfied at Chestnut Hill Cove. 13 So this is the tidal wetland mitigation site. 14 There is a required one-to-one mitigation for 15 the tidal waterway impacts. And the proposed 16 tidal wetland mitigation actually mitigates at 17 ten to one where we're creating ten to one for 18 tidal wetland than was what required.</p> <p>19 We've had outreach with the community 20 and there's support so far. That's a proposed, 21 because you -- you know, we're working on the</p>
<p style="text-align: right;">Page 31</p> <p>1 with the pile-supported structures. And we've 2 actually reduced the number of piles required 3 for the structures by 54 percent in the last 4 design iteration. We avoided all fills in 5 nontidal wetlands and waterways. The monopoles 6 are sleeker, so they're less visually 7 impactful. They also help with reduced avian 8 impacts for collision and -- and nesting 9 concerns. And like I said before, we reduced 10 the waterway fill, by reducing the number of 11 piles required for the various structures and 12 reduced the size of the -- the actual 13 foundations needed for the towers.</p> <p>14 The lighting for the tower is -- 15 towers are limited to what's required for 16 safety concerns for FAA and Coastguard. And 17 then as we talked about before, the -- the 18 construction methods have been -- we've been 19 really working to minimize impacts associated 20 with that with methodologies, the spudded 21 barges and -- and using existing facilities for</p>	<p style="text-align: right;">Page 33</p> <p>1 designs. We'll -- we'll have designs moving 2 along and submitted fairly shortly. And then 3 construction takes about four to six months. 4 And then -- and then there's five years of 5 monitoring required after that. So the top is 6 what it looks like now. And the bottom is the 7 rendering of the proposed design.</p> <p>8 Next slide. That's it.</p> <p>9 MS. JOHANSEN: So I just want to 10 finish up by just talking a little bit about 11 what our goals were as far as outreach. And so 12 this project has been ongoing as you -- you 13 can -- you've heard for a few years now. And 14 one of the things we did was we got out really 15 early with very, you know, limited design 16 and -- and -- and ideas to take out and started 17 meeting with different agencies -- and you can 18 move through that -- different agencies and 19 community leaders and just key stakeholders, 20 you know, in the area to get input from them 21 about what concerns or questions they had. And</p>

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<p style="text-align: right;">Page 34</p> <p>1 we've continued to do that. And this is just 2 another example of a meeting that we have that 3 does that. And we have many more that we're 4 going to do. And so at any time, if any group 5 or organization wants us to come speak to them, 6 we're happy to do that. But it -- it's really 7 helped us to put together a better project and 8 have more information and -- and really know 9 how to minimize our -- you know, any impact we 10 have from the environmental perspective and 11 really look for opportunities to put together a 12 better package all the way around. So that's 13 really all that we had as part of our formal 14 presentation, so I'll turn it back to you. 15 MR. STEWART: All right. Thank you. 16 All right. I will call upon members of the 17 general public to make statements. I will 18 begin with any statements in opposition to the 19 proposed project followed by statements in 20 support of the proposed project. I don't have 21 any lists up here that says anybody wants to</p>	<p style="text-align: right;">Page 36</p> <p>1 the actual pipes and the cables will be retired 2 in place, but the oil -- the mineral oil will 3 be removed from the pipes. 4 MR. BREWER: So those will have to 5 then be -- you -- you talked about the channel 6 being deepened or widened for shipping. I 7 guess so it will be impacted -- that will be 8 impacted possibly -- 9 MR. CASEY: So not necessarily. Let 10 me see if -- we actually -- 11 (Multiple speakers.) 12 THE REPORTER: I didn't get the last 13 thing you said there, because you guys both 14 started talking. 15 MR. CASEY: I'm sorry. 16 MR. BREWER: I was just asking 17 about -- so I understood his comment that, you 18 know, leave that infrastructure -- much of the 19 infrastructure there. But then I asked about 20 the -- I guess maybe it was more a comment that 21 suggested that there could be impact to future</p>
<p style="text-align: right;">Page 35</p> <p>1 speak but I'll ask if either one of you would 2 like to speak. Anybody? No. Okay. 3 Well, any other comments before we 4 close out the hearing? All right. I think 5 we're done. 6 All right. Go ahead. 7 MR. BREWER: Question. 8 MR. STEWART: Yes. 9 MR. BREWER: The existing cable has a 10 fluid filled -- are you going to remove that 11 cable? 12 MR. CASEY: So -- 13 MR. STEWART: What's the plan for 14 the -- yeah, the fluid filled? 15 MR. CASEY: So decommissioning of the 16 existing circuits. So -- so the plan at this 17 point is we will remove as much of the oil as 18 we can. The infrastructure itself, the pipes 19 and the cables that are inside the pipes, we 20 can't remove those without -- without 21 significant environmental impact as well, so</p>	<p style="text-align: right;">Page 37</p> <p>1 work to widen and deepen the channel with that 2 construction remaining in place. And I guess 3 that becomes some cost. And I -- maybe that's 4 somebody else's concern but it was just a 5 thought. 6 MR. CASEY: So, no, that's a good 7 question. And, Derek, if you could pull the 8 PowerPoint back up? There you go. 9 MS. JOHANSEN: There it is. 10 MR. CASEY: Perfect. 11 MS. JOHANSEN: Yeah. I was going to 12 say. 13 MR. CASEY: That's perfect. 14 So -- so our existing infrastructure 15 is 70 feet in depth, okay. And we're actually 16 in a shared utility trench with a Baltimore 17 City water main, I think it's 72 inches in 18 diameter, and a gas main as well. 19 MR. BREWER: Okay. 20 MR. CASEY: All of those utilities 21 are already deeper than the MPA intends to --</p>

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1 intends to -- the -- the depth I think -- I  
2 think at --  
3 MS. WILSON: 60 feet.  
4 MS. JOHANSEN: 60 feet, wasn't it?  
5 MR. CASEY: I think it's at 60 feet.  
6 MS. WILSON: Is the -- is the plan.  
7 MR. CASEY: Is what the future depth  
8 is.  
9 MS. WILSON: Yeah.  
10 MS. JOHANSEN: Okay.  
11 MS. WILSON: And the infrastructure's  
12 already at 70. So -- so we don't anticipate  
13 there will be any conflict there or any  
14 additional cost at some point in the future  
15 associated with -- with --  
16 MS. JOHANSEN: Yeah.  
17 MR. CASEY: -- that.  
18 MS. JOHANSEN: The port -- the port  
19 made it clear to us what their intentions long  
20 term. They didn't have like a date of when  
21 they might do something, but, you know, we

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1 didn't want to build something as significant  
2 as this without taking all that into account.  
3 So we accounted for what their plans may be in  
4 the future.  
5 MR. CASEY: Okay. That was a good  
6 question.  
7 MR. STEWART: I have a question.  
8 Just -- so the water line and the gas line are  
9 all on a shared -- they're at the same depth,  
10 shared conduit so if your line has -- so we're  
11 not a shared conduit but the same right-of-way  
12 at the same depth, so if -- if you would not be  
13 the only line that would be impacted there.  
14 MR. CASEY: That's correct.  
15 MS. JOHANSEN: Correct.  
16 MR. BREWER: Just a question about  
17 aesthetics, does the -- the lines that were  
18 dropped along the road surface in the span  
19 across the -- you know, the height of the road  
20 surface versus, you know, the path of the  
21 cables.

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1 MS. JOHANSEN: Let's us show a  
2 picture of that.  
3 MR. CASEY: So I'm not sure this  
4 is --  
5 MS. JOHANSEN: So can you see it?  
6 Yeah, it's --  
7 MR. BREWER: Yeah. Yeah, we can see  
8 it.  
9 MR. CASEY: Yeah, what's not clear to  
10 me if this is -- is this the max -- so they'll  
11 never drop below -- so -- so as I mentioned --  
12 MS. JOHANSEN: The roadside.  
13 MR. CASEY: This -- the new  
14 infrastructure is designed to allowed for 231  
15 feet of max vertical clearance. I think the --  
16 the height of this existing bridge is only 185  
17 right now.  
18 MR. BREWER: Okay.  
19 MR. CASEY: At some point in the  
20 future if they ever raise the bridge, we'll  
21 still have enough vertical clearance, but I

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1 can't tell you what that height of the bridge  
2 would be.  
3 MR. BREWER: Is there a life cycle  
4 for this structure, because the original was  
5 1970 I think. I guess it was 45 years.  
6 MR. CASEY: I believe it's 50 years.  
7 We're designing for 75.  
8 MS. JOHANSEN: 75 years.  
9 MS. BREWER: So did the number of --  
10 I think you reduced the number of piles by  
11 54 percent. Was that due to what?  
12 MS. WILSON: It was -- so the  
13 original pile numbers that we have are from the  
14 30 percent design. So further geotech and  
15 engineering design, they -- they went -- they  
16 reduced it by 100 piles.  
17 MS. JOHANSEN: Yeah, so the team's  
18 been challenged from the beginning to try to,  
19 you know, continue to, you know, look how to  
20 minimize that. And so from an engineering  
21 perspective as they continue through that

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1 design and they get more and more, farther  
2 along to 100 percent, you know they keep  
3 finding, you know, ways to do that. So, you  
4 know, we're -- we're almost at the point,  
5 though -- well, no, I -- I should say we are at  
6 the point from a -- that perspective that  
7 we're -- we're pretty sure this -- this is  
8 where we are, yeah, that this is it.  
9 MR. STEWART: Anybody else? Do you  
10 have anymore?  
11 MR. BREWER: I'm all out.  
12 (Laughter ensued.)  
13 MR. STEWART: Okay. Well, thank you.  
14 The formal hearing record will remain  
15 open until 5 p.m. on Saturday, June 1st, 2019.  
16 All correspondence must be post marked or  
17 emailed by this date. I have with me limited  
18 number of sheets explaining how to submit  
19 additional comments. They're out front on the  
20 table where you signed in. Please forward any  
21 additional comments that you would like to make

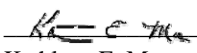
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1 for the record to Maryland Department of the  
2 Environment, Water and Science Administration,  
3 Wetland and Waterways Program, 1800 Washington  
4 Boulevard, Baltimore, Maryland 21230. You can  
5 make it attention to Matt Wallach or Cheryl  
6 Kerr, and their emails are out on those sheets  
7 out there. Depending, you -- you can send them  
8 to both or one or the other. Cheryl Kerr is  
9 the nontidal reviewer and Matthew Wallach is  
10 the tidal reviewer.  
11 After the hearing record closes, the  
12 Department will review and consider all the  
13 comments it received during the comment period.  
14 If necessary the Department may request  
15 additional information from the applicant to  
16 address certain comments. After all relevant  
17 issues have been resolved, the Department will  
18 make its decision.  
19 We appreciate your interest in this  
20 project and thank you for attending the  
21 hearing. The time is now 7:46. And this

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1 hearing is now adjourned. Thank you.  
2 (The Hearing concluded at 7:46 p.m.)  
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1 State of Maryland  
2 City of Baltimore  
3 I, Kathleen E. Manes, a Notary Public  
4 of the State of Maryland, City of Baltimore, do  
5 hereby certify that the above-captioned  
6 proceedings were transcribed by me, and that  
7 this transcript is a true record of the  
8 proceedings.  
9 I further certify that I am not of  
10 counsel to any of the parties, nor an employee  
11 of counsel, nor related to any of the parties,  
12 nor in any way interested in the outcome of the  
13 action.  
14 As witness my hand and seal this 29th  
15 day of May, 2019.  
16  
17   
Kathleen E. Manes  
18 My Commission Expires 04-28-20  
19  
20  
21



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