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The Army's
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FAC Highlights
Important FACts

By Shana Bullock

On December 20, 2001, the Federal Agencies Committee (FAC) met at the Chesapeake Bay Program Office in Annapolis, Md. Topics discussed at the meeting are listed below.

Partnership Involving Freshwater Submerged Aquatic Vegetation

The U.S. Army Environmental Center is taking the lead to establish a partnership between local, state and federal managers for research, restoration and education involving freshwater submerged aquatic vegetation (SAV). One envisioned product of this partnership will be a handbook that will synthesize existing information and provide a means for collecting additional information in support of SAV restoration.

Federal Facility Roles in Increasing Public Access to the Chesapeake Bay

The National Park Service and the Environmental Protection Agency (EPA) discussed federal facility roles in increasing public access to the Bay. The Department of Defense's role is uncertain due to increased security on military bases. An ad-hoc workgroup will be established to address and identify what is meant by "public access" (e.g., does this pertain to a subset of the public such as military personnel?), options for partnership, places to open land, workshops and other related issues.

Budget Recommendations for FY 02

The Chesapeake Research Consortium presented the Budget Steering Committee's (BSC's) budget

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Brian Feeney

The Thomas Viaduct (pictured above) is located over the Patapsco River near Route 1 on the Howard and Baltimore County border in Maryland and was used as a landmark by escaping slaves to meet with underground railroad conductors.

The Underground Railroad on the Chesapeake Bay

By Brian Feeney, written in honor of Black History Month

"It cannot be that I shall live and die as a slave. I will take to the water. This very Bay shall yet bear me to freedom," said Frederick Douglas as a young man looking upon the Chesapeake Bay near his childhood home, the Wye Plantation in Talbot County, Md. Between 1830 and the end of the Civil War, the waters of the Chesapeake Bay and its tributaries did, in fact, carry thousands of escaping slaves to freedom in the Northern states and Canada.

Over land passages on foot, horseback or hidden in wagons was the most frequently used method of escape. However, for slaves living in Eastern Virginia and the Delmarva Peninsula, passage by boat up the Bay and its rivers or walking along the shores of its north-south rivers was a

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Chesapeake Executive Council Adopts Three Urban Waterway Agreements

By Brian Feeney

With ringing endorsements from Maryland Governor Paris Glendening and Washington D.C. Mayor Anthony Williams, the Chesapeake Executive Council joined with representatives from Pennsylvania, Virginia and the U.S. Environmental Protection Agency to sign three agreements aimed at reducing development impacts on urban waterways. The signing ceremony was part of the 2001

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Executive Council Meeting

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annual Executive Council (EC) meeting, which was attended by over 200 people, including representatives from environmental groups, building trade associations and county governments at Union Station in Washington D.C.

One of the agreements is a new Chesapeake Bay Program directive to manage stormwater by using innovative technologies to reduce stormwater pollution and improve current stormwater management practices on state, federal and District-owned lands. A second agreement, *Builders for the Bay*, is the result of a new partnership between the Alliance for the Chesapeake Bay, the Center for Watershed Protection and the National Association of Home Builders. It will encourage builders and developers to voluntarily adopt site design principles that minimize impacts of new residential and commercial development. The third agreement, the *2001 Anacostia Watershed Agreement*, is a new regional pact between the District of Colombia, Montgomery County and Prince George's County. It will set new, comprehensive goals for restoring water quality and living resources in the Anacostia Basin by committing the signatories to 50 restoration targets.

Emphasizing the need to turn the Chesapeake Bay Program's intentions into action, Governor Glendening said, "If we can afford to subsidize sprawl, we can afford the $8 billion needed to clean up the Bay." Mayor Williams, who had just been elected Executive Council Chair for 2002 in the Executive Session held just before the EC meeting, added that the *2001 Anacostia Watershed Agreement* recognizes the role of urban centers in the Bay restoration effort. According to Williams, "Every great city must have a great waterfront—not just a well-developed one—but a sustainable, environmentally sound waterfront." Characterizing the control of industrial point pollution as the Chesapeake Bay Program's past, Don Welsh, Region III U.S. EPA administrator representing EPA Administrator Christie Todd Whitman, said that innovative stormwater management technologies are the program's future. "Both the new stormwater management directive and the *2001 Anacostia Watershed Agreement* go further in addressing urban stormwater impacts to the Bay than any other previous Chesapeake Bay Program agreement," he added.

The new directive establishes 20 specific stormwater management commitments and completion dates. They include targeting public lands parcels and facilities for enhanced stormwater management by 2002, implementing at least 60 innovative stormwater management demonstration projects in targeted areas by 2006 and another 15 on non-targeted public lands by 2008 and establishing an ongoing stormwater management technology education

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Attention Federal Employees:

Learn how to implement low impact development techniques on your facility!

The United States Army is presenting a Low Impact Development Workshop April 9-11, 2002, at the Fort Belvoir Community Club.

Sign-up now! The registration deadline is March 22. Find out details by viewing the Army Chesapeake Bay Program Web site, <http://www.hqda.army.mil/acsimweb/env/cbi/index.html>, and clicking on the Workshops page. Contact Mark Wilson or Don Maglienti of Horne Engineering at LIDWorkshop@horne.com or at 703-641-1100.

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The newsletter is distributed via U.S. mail and e-mail. It can also be viewed on the Army Chesapeake Bay Program Web site. The Web address is <http://www.hqda.army.mil/acsimweb/env/cbi/index.html>. If you want to be on the distribution list, contact Brian Feeney of Horne Engineering Services, Inc., by e-mail, <bfeeney@horne.com> or by telephone, 410-515-5802.

Executive Council Meeting

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program for public lands' property managers and their contractors by 2002. The directive will also establish mechanisms to work cooperatively with local watershed organizations.

The *2001 Anacostia Watershed Agreement* establishes 51 voluntary targets for improving water quality and living resources in the Anacostia Watershed by 2010. Targets include reducing each of the Bay's major pollutants by specified amounts, increasing anadromous fish habitat range and quality, restoring 20 miles of stream habitat, adding 20 miles of riparian forest and 20 acres of submerged aquatic vegetation and creating or restoring 15 acres of non-tidal wetlands. The agreement adds amenities to increase public use to the Anacostia River. Three new fishing piers, four boat ramps and four boathouses are to be built. The Anacostia hiker/biker trail is to be connected to the Maryland Trail System, and at least three regattas a year are to be held on the river. Under the agreement, participants will also work to establish nonprofit advocacy groups in every major subwatershed.

The Builders for the Bay Program establishes the goal of forming partnerships with local watershed organizations along with state and local governments to revise building regulations that currently discourage the use of innovative stormwater management practices. The program also pledges to obtain and provide funding and technical assistance to support local partnerships in undertaking innovative stormwater management practices. The program's goal is to establish six partnerships the first year and six more the second. Finally, the program establishes awards to be given to individuals, organizations and development corporations that best contribute to its success.

The Chesapeake Bay Program's renewed emphasis on stormwater management is a response to decades of stormwater management aimed at flood control, according to the U.S. Army Environmental Center's Chesapeake Bay Program Coordinator Janmichael Graine. "For a long time stormwater management was based on the idea of maximizing water removal from built-up areas, causing inflows of sediment, nutrients and toxics to the Bay. The Army has been setting an example for local governments and private land owners through innovative stormwater technology demonstration areas at several of its installations and by providing guidance on oil/water separator maintenance. The Army Environmental Center has also developed a watershed management handbook and instructional videos on stormwater management at motor pools, marinas and other potential problem areas;" he added. He agreed with the EC meeting speakers that innovative stormwater technologies developed in partnership with environmental groups, state and local government, citizens and builders represents an important new way to meet the 1983 Agreement goal of a 40 percent reduction in nutrient loads.

IC Highlights

Meeting Announcements

By Shana Bullock

The Implementation Committee (IC) met on January 10, 2002, at the Chesapeake Bay Program Office in Annapolis, Md. Announcements and discussion highlights most pertinent to members of the Department of Defense follow.

Fisheries Ecosystem Plan

The National Oceanic and Atmospheric Administration (NOAA) is preparing a Fisheries Ecosystem Plan (FEP) that will guide Chesapeake Bay Program fisheries goals and activities over the next several years. The FEP considers the interactions between multiple species and allows for management decisions regarding the best mix of harvests to ensure sustainability and yield. Information for the FEP is based on multi-species models that predict the impacts to all modeled species resulting from changes in predation/harvest in another species. NOAA plans to link this model to the Chesapeake Bay Program water quality model in the near future to determine how fisheries management can affect Bay water quality and vice versa.

Proposed Introduction of Triploid Suminoe Oysters into the Bay

As part of the Chesapeake Bay Program's efforts to develop a recommendation regarding the proposed introduction of triploid Suminoe oysters into the Bay, the Maryland Department of Natural Resources outlined the possible benefits and problems associated with introducing the non native oyster resulting from conversations with the Virginia Institute of Marine Sciences.

Possible benefits include:
- Revitalization of the oyster industry
- Increased biofiltration
- Reduced harvest pressure on native oyster
- Additional substrate for native oysters (there is currently a shortage of shells for reconstructing oyster beds)

Possible problems include:
- Potential for spreading or harboring disease
- Competition with native oysters
- Reproductive interference
- Predation and food web effects
- Redirection of funds away from native oyster research and restoration

Underground Railroad

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widely used and little recognized part of the Underground Railroad. Passage on ships offered a respite from the threat of bounty hunters at least for the duration of the voyage, and walking along rivers offered cover in the riparian vegetation as well as the ability to use the water to remove their scent when hunted by dogs.

In fact, Frederick Douglas' first escape attempt was going to be up the Bay in a canoe with five other slaves until it was thwarted by another slave who told authorities about the plan. The favorite escape route of Harriet Tubman, born in neighboring Dorchester County, was along the banks of the Choptank River into Delaware where members of the Quaker community helped to get the slaves in her charge passage to northern seaports.

At least a few sea captains had abolitionist convictions and hid escaping slaves in ship's holds for passage north. Slaves who could make it to Fells Point in Baltimore could safely mix in with the large free black population that worked the docks until passage could be found on a ship heading north. The District of Columbia Wharf at Seventh Street in Southwest was also a widely used station for passage by ship to northern ports. Major ports such as Philadelphia, New York and Boston had well developed networks of safe houses and Underground Railroad conductors, both white and black.

Most of these voyages remained secret and never entered the historical record. The spectacular failures did. In 1848, Captain Daniel Drayton volunteered his ship, the Pearl for a fugitive slave run down the Potomac River and Chesapeake Bay, up the Delaware River to New Jersey, a free state. While still on the Potomac River, a storm forced him to dock in Virginia. Slave owners raided his ship and seized the fugitive slaves. Drayton and his partner, Captain Edward Sayles, were convicted and jailed. In Maryland, sea captains were fined $1000 per slave if caught. The threat of jail and high fines did not curtail the smuggling of slaves on ships in the Chesapeake Bay by captains and steam ship owners. "Many, many slaves went through Baltimore Harbor alone, the docks were a constant site of escaping," according to National Park Service historian Marie Tyler-McGraw.

Sometimes the Underground Railroad went literally underground. In 1937 excavators digging a utility trench in Baltimore unearthed a three-foot diameter brick-lined tunnel two feet underground that historians believe ran directly from Baltimore's slave market at Pratt and Howard streets to nearby inner harbor where they could be placed directly on ships. The C&O Canal is also believed to have had escape passages connected to it, but no studies have been undertaken to confirm it.

River crossings were often the location of Underground Railroad stations. One of the best known is the Thomas Viaduct built across the Patapsco River near Elkridge, Md. by the B&O Railroad in 1835. According to a local resident, Anna Stepney, whose grandmother was a freed black living in the area, a clergyman's house on Lawyers Hill just above it had a tunnel leading from the basement to one of the viaduct's trestles. He was believed to have helped many slaves escape through the tunnel.

Another riverside station was located on the Susquehanna River just below what is now the Conowingo Dam. At the time it was a well-developed dock area known as Worthington's Landing. According to local historians, when fugitive slaves arrived one of William Worthington's servants would come up to the main house and whisper, "Uncle Billy, there's people on the hill." Worthington would then have a sheep slaughtered and cooked, and the food would be brought up to the cornfields in which they hid. After dark, a freed slave working for Worthington, had Harris would ferry them across the river in a small boat.

In Washington D.C., the Mount Zion United Methodist Church cemetery at 2600 Q Street, Northwest was used in much the same way according to the church historian, Carter Bowman. Parishioners left food and water in a brick vault at the back of the cemetery for the escaping slaves. Behind the cemetery Rock Creek was densely overgrown and transected by a few bridle paths. In addition, Rock Creek was dredged and barge traffic went far up the creek, past the church and the cemetery. Escaping slaves could stowaway aboard them.

Most of the individual events and acts of bravery that make up the history of the Underground Railroad were never formally recorded and confirmed by historians. Of necessity, these activities were tightly held secrets at the time, and many of the participants either held them to their graves or only shared them as family stories. Therefore, for each story brought to light, there are hundreds that will never be known.

FAC Highlights

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recommendations for FY 02. Much of the budget is needed to fund staff designated to oversee and carry out Chesapeake Bay Program commitments. Staff support will be highly focused on water quality commitments, followed by living resources, sound land use, stewardship and community engagement and vital habitat.

Final FAC Recommendations on Suminoe Oyster Aquaculture in the Chesapeake Bay Document

EPA presented the final FAC Recommendations on Suminoe Oyster Aquaculture in Chesapeake Bay. The document represents a compilation of the various FAC organizations' individual responses that were collected last year. The FAC finds that "there are a number of significant, poorly understood risks and potential adverse consequences associated with the prospect of introducing C. ariakensis into the open waters of the Chesapeake Bay." The FAC notes that significant gaps in research must be addressed before any oysters are introduced, and that introductions at this time would be "contrary to Chesapeake Bay Program policies and goals."