

Maine Turnpike Authority

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VIA E-MAIL

September 13, 2018

Ms. Rhonda Poirier, MEPDES Stormwater Program Manager
Division of Water Quality Management
Bureau of Water Quality
Maine Department of Environmental Protection
17 State House Station
Augusta, Maine 04333-0017

SUBJECT: Maine Turnpike Authority
Stormwater Program Management Plan
Maine DEP Permit # MER043001
Annual Report for Permit Year Five (July 1, 2017 through June 30, 2018)

Dear Ms. Poirier:

On behalf of Maine Turnpike Authority (MTA), I am pleased to submit this Annual Report for Permit Year Five (PY5, defined as July 1, 2017 through June 30, 2018). This report is intended to satisfy the requirements in **Part IV(J)** of the Maine Pollutant Discharge Elimination System (MEPDES) General Permit for Stormwater Discharges from Maine Department of Transportation (MaineDOT) and MTA Municipal Separate Storm Sewer Systems (MS4s).

This Annual Report describes the status of MTA's Best Management Practices (BMPs) and Measurable Goals (MGs) program for each of the six Minimum Control Measures (MCMs) presented in MTA's Stormwater Program Management Plan (SPMP) (dated December 2, 2013) for PY5.

BACKGROUND

MTA's SPMP was developed in accordance with **Part IV(A)** of the MPDES MS4 General Permit for the purpose of establishing, implementing and enforcing a stormwater management program to reduce the discharge of pollutants from MTA's roadways, drainage areas and facilities located within Urbanized Areas (UAs). For each MCM established in the SPMP, measurable goals have been established to evaluate the effectiveness of the designated BMPs. A schedule and milestones for implementation of applicable BMPs have been established for these goals.

The SPMP has not been modified or updated since its initial submittal to the Maine Department of Environmental Protection (DEP); therefore, a copy of the SPMP is not included with this report. On October 6, 2017, MTA received correspondence from Maine DEP regarding MTA's PY4 Annual Report. MTA's written response was submitted to Maine DEP on December 4, 2017.



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In accordance with *Part IV(J)(I)* of the MPDES MS4 General Permit, this Annual Report provides a summary of activities that demonstrate MTA's compliance status with respect to the MS4 permit conditions and progress toward achievement of the goals identified for each MCM in the subsections below. No monitoring or other data collection activities were required by the MS4 permit in PY5. Anticipated activities in PY6 include, additional stormwater infrastructure mapping efforts (BMP 3.1). No changes have been made to measurable goals identified in the SPMP. The subsections below describe the activities, progress, and accomplishments for each of the MCMs.

MTA enforces certain MCMs through construction contract specifications and has developed the Construction Project Environmental Compliance (CPEC) Program to document compliance with MS4 MGs and other stormwater requirements. Relevant elements of the CPEC Program are summarized in **MCMs 1, 4, 5 and 6**. In March 2017, a revised CPEC Program was prepared and implemented to streamline the process and capture the appropriate environmental compliance reporting information.

MCM 1 - PUBLIC EDUCATION AND OUTREACH ON STORMWATER IMPACTS

Goals:

- 1. To raise awareness that polluted stormwater runoff is one of the most significant sources of water quality problems for Maine's waters;*
- 2. To motivate staff and contractors to use Best Management Practices (BMPs) which reduce polluted stormwater runoff; and*
- 3. To reduce polluted stormwater runoff through increased awareness and utilization of BMPs.*

BMP 1.1 CONTINUE RAISING AWARENESS OF STORMWATER ISSUES AMONGST EMPLOYEES AND CONTRACTORS

MTA's annual stormwater training program was conducted for maintenance personnel and construction inspectors to address pollution reduction in stormwater runoff. The stormwater training program, which is combined with Spill Prevention, Control and Countermeasures (SPCC) and Erosion and Sedimentation Control (ESC) practices training, was performed in May and June 2018 by regulatory specialists from GZA GeoEnvironmental, Inc. and MTA.

MTA SPCC/Stormwater/ESC training sessions held in 2018 emphasized the following:

- 2013 MS4 Permit obligations;
- MTA's MS4 Urban Impaired Streams (UIS) strategy, which identified Goosefare Brook and Hart Brook as MTA's two designated highest-priority watersheds with consideration of other UIS watersheds (e.g., Capisic Brook, Red Brook, etc.) within the MTA travel corridor;
- Requirements within the Long Creek watershed and other areas where watershed management plans (WMPs) are imminent;
- MTA's Mobile SPCC Plan, which includes procedures for refueling of mobile equipment, such as mowers, loaders, and other heavy equipment, and avoid/minimize refueling in environmentally sensitive areas, such as within UA and UIS watersheds;
- MTA's revised CPEC program, including the updated post-construction phase checklist and maintenance/inspection requirements once a construction project has been permanently stabilized;

- Annual reporting associated with the Memorandum of Agreement (MOA)¹ for Stormwater Management between MaineDOT, MTA, and DEP regarding the applicability of Maine Stormwater Management Law (Chapter 500) on MaineDOT and MTA projects; and
- Maintenance (e.g., sweeping, catch basin cleanouts, outfall inspections, etc.) as per MTA’s MS4 UIS Strategy, including updates to the Catch Basin Cleaning and Illicit Discharge Detection and Elimination (IDDE) tracking forms.

MTA’s Stormwater Awareness Plan was summarized during the employee training sessions to ensure that all MTA employees are aware of their roles in achieving the goals of this plan. Additionally, MTA’s CPEC Program requires that contractors performing work on projects located within MTA’s UA or an UIS watershed receive, review, and sign a copy of this plan. By signing the plan, the contractor is acknowledging that they have read, understand, and will disseminate the information in the plan to individuals working on the project. A total of six (6) contractors were provided a copy of MTA’s Stormwater Awareness Plan in PY5.

Process Indicators for PY5 are as follows:

- Number employee training sessions: **6**
 - One session was held at each of the following MTA facilities: York, Kennebunk, Crosby/South Portland, Gray, and Gardiner; and
 - One make-up session was held at MTA headquarters (HQ).
- Number of MTA employees trained: **97**

Impact indicators for PY5 are as follows:

- Percentage of attendees who demonstrated applied knowledge of BMP-specific information: **93%**. The applied knowledge of BMPs has generally increased over the permit term from 74% in PY1 to 93% in PY5.

Analysis of MTA employee knowledge of best practices was performed to assess the impact indicators in PY5. Test scores indicate that MTA employees can apply their knowledge in the field and that the annual stormwater training was effective.

BMP 1.2 CONTINUE ENCOURAGING EMPLOYEES AND CONTRACTORS TO UTILIZE BMPs THAT MINIMIZE STORMWATER POLLUTION

In PY5, MTA maintained and implemented the existing BMP Adoption Plan that identifies target BMPs to be utilized by employees and contractors that are designed to minimize stormwater pollution. As part of the UIS strategy associated with this MCM, the BMP Adoption Plan places emphasis on utilizing target BMPs within MTA’s two designated highest priority watersheds.

MTA’s Targeted BMP Adoption Plan was reviewed in conjunction with the Stormwater Awareness Plan summary during the employee training sessions as described in **BMP 1.1** (above) to ensure that all MTA employees are aware of their roles in achieving the goals of this plan.

Process and Impact Indicators for PY5 are discussed under **BMP 1.1**.

¹ The Stormwater MOA requires projects undertaken by or under the administration, supervision, or oversight of MaineDOT and MTA meet the Basic Standards in Chapter 500, regardless of location or size. Therefore, the Annual MOA Report includes projects located inside and outside MTA’s MS4 UA.

BMP 1.3 CONTINUATION OF EXISTING EDUCATION AND OUTREACH EFFORTS

MTA has continued the existing education and outreach efforts established during the previous MS4 permit cycle. MTA requires all contractors to submit training certificates for the delegated On-Site Responsible Party (OSRP) on MTA contracted projects, regardless of the size or location of the project, to ensure they are adequately trained and knowledgeable in ESC from Maine DEP’s Non-Point Source (NPS) Training Program or an equivalent program.

Eight (8) construction projects were completed or ongoing and an additional seven (7) construction projects were initiated in the UA in PY5, and those contractors were required to review and sign copies of MTA’s Stormwater Awareness Plan and Targeted BMP Adoption Plan. A total of 11 contractors were retained by MTA for the 15 projects under construction in the UA in PY5.

Additionally, MTA was a bronze medal sponsor of Maine’s Envirothon, which is a natural resource problem-solving competition where high school students are tested, in an outdoor setting, in five natural resource areas: aquatics, forestry, soils, wildlife, and a current nationwide environmental issue.

MCM 2 – PUBLIC INVOLVEMENT AND PARTICIPATION

Goals:

Involve MTA’s community including various departments or facilities, and when applicable, involve regulated small MS4 communities, in both the planning and implementation process of improving water quality and reducing quantity via the stormwater program.

BMP 2.1 PUBLIC NOTICE REQUIREMENT

MTA maintains a written public notice policy and complies with the Maine Freedom of Access Act. In PY5, MTA did not host any public meetings involving MS4 stakeholders in the implementation of this General Permit.

BMP 2.2 COORDINATE WITH REGULATED COMMUNITIES

In PY5, the MTA maintained close communication with MS4 communities and their respective Stormwater Coordinators, primarily through participation in the Southern Maine Stormwater Working Group (SMSWG). Community coordination is also a component of MTA’s CPEC program, which includes project development phase communication with host municipalities that addresses planned construction and maintenance activities. Additionally, MTA remains closely involved with the evolving management requirements of UIS watersheds both within and outside of the UA. MTA communicates periodically, through participation in local stormwater group meetings and involvement as a stakeholder with host municipalities regarding watershed management planning efforts within MTA’s ROW. MTA participated in the following efforts in fulfillment of **MCM 2** in PY5:

- MTA personnel (or their designees) have attended and participated in multiple public meetings, seminars, and conferences related to stormwater, including one (1) MS4 Stakeholder meeting and five (5) SMSWG meetings. MTA personnel also monitor agendas and minutes from the Greater Portland Interlocal Stormwater Working Group (ISWG), Bangor Area Stormwater Working Group (BASWG) and maintain contact with the Lewiston-Auburn MS4 cluster to facilitate collaboration among MS4 communities;
- MTA maintains a position on the Long Creek Watershed Management District Governing Board;
- Displayed “Think Blue” Ducky stickers at MTA facilities in highly visible areas such as toll booths and service plazas; and
- Shared GIS mapping data with the Towns of Kittery and York at their request to assist them with identifying interconnected infrastructure.

MCM 3 – ILLICIT DISCHARGE DETECTION AND ELIMINATION

Goals:

Develop, implement and enforce a program to detect and eliminate illicit discharges and non-stormwater discharges in MTA's stormwater systems.

BMP 3.1 GROUND VERIFY WATERSHED BASED MS4 INFRASTRUCTURE MAP

The UA within MTA's ROW was mapped during the previous MS4 permit cycle using 2000 Census Bureau data. In PY1, MTA completed the process of identifying the additional UA that required stormwater infrastructure mapping as a result of the 2010 Census Bureau data. PY2 ground verification of infrastructure in the two highest priority watersheds identified a data gap in MTA's infrastructure mapping at bridge structures associated with intersecting local roads (i.e., over/underpasses). During PY3, MTA began mapping the drainage infrastructure at bridge structures associated with intersecting local roads (i.e., over/underpasses) and continued this work in PY4 and PY5. In PY5, MTA began ground verifying drainage at local road over/underpasses within MTA's UA and this effort will continue in PY6.

MTA maintains its stormwater infrastructure mapping data in an ArcGIS Server geodatabase that is not publicly available on the MTA website. A copy of the geodatabase and/or pdf maps can be made available to Maine DEP or other interested parties upon request. MTA typically updates these maps annually to reflect modifications in infrastructure (e.g., infrastructure removal/installation, more accurate mapping data, etc.). Maps and tracking forms are provided to each maintenance facility every spring to facilitate catch basin cleaning and dry weather inspections.

BMP 3.2 CONDUCT DRY WEATHER INSPECTIONS OF OUTFALLS AND IMPLEMENT A COORDINATED INSPECTION PROGRAM

The MTA conducted dry weather inspections at approximately 600 sites in PY5 as part of MTA's prioritized dry weather inspection program. The dry weather inspection program includes inspection and cleanout, as needed, of catch basins (CBs), CB outlets, and outfalls (OFs) within the UA and UIS watersheds. Priority is given to Long Creek, Goosefare Brook, and Hart Brook watersheds; however, maintenance crews also inspect and cleanout, as needed, the remaining stormwater infrastructure in the UA every year as a proactive measure. MTA continues to use tracking forms to capture dry weather inspection and catch basin cleanout information, which are summarized in **BMP 6.4** and available to Maine DEP upon request.

In PY1, MTA reached out to local MS4 Stormwater Coordinators in MTA's two highest priority watersheds (Hart Brook in Lewiston and Goosefare Brook in Saco) to develop a coordinated dry weather inspection program. An MTA representative met with each municipality's MS4 Coordinator to review outfall inspection techniques as well as the IDDE maps and tracking forms for MTA's ROW in the watershed. Coordinated inspections of select outfalls in Hart Brook in Lewiston and Goosefare Brook in Saco were conducted in permit years two through four (PY2-PY4).

In PY5, MTA scheduled and conducted coordinated inspections with local MS4 Stormwater Coordinators in Kittery and York. Prior to conducting coordinated inspections MTA reviewed outfall inspection techniques as well as the IDDE maps and tracking forms for MTA's ROW in the UA with each respective Stormwater Coordinator. Coordinated inspections of select outfalls in Kittery's UA were conducted on June 22, 2018, with Jessa Kellogg, Kittery Stormwater Coordinator. During the coordinated effort with the Town of Kittery, a total of three (3) sites were visited. Two (2) catch basins, 11 bridge drains, and five (5) ditch lines were observed and minor maintenance items, such as stabilizing exposed soil under an overpass, cleaning out a partially covered catch basin outlet, and removing litter/debris were noted for follow up.

Coordinated inspections of select outfalls in York’s UA were conducted on June 22, 2018, with Leslie Hinz, Town of York Stormwater Manager. During the coordinated effort with the Town of York, a total of two (2) sites were visited. One (1) catch basin, two (2) culverts, two (2) ditch lines, and eight (8) bridge drains were observed and no MTA maintenance items were noted.

BMP 3.3 IMPLEMENT OPEN DITCH ILLICIT DISCHARGE PROGRAM

The MTA IDDE program has been updated and implemented to include MTA’s open ditch systems. Open ditch IDDE efforts have been completed within MTA’s two highest priority UIS watersheds and within all of MTA’s UA.

Ditches that discharge directly to surface water have been included on the same tracking forms used to capture dry weather inspection and catch basin cleanout information, which are summarized under **BMP 6.4**, below, and available to Maine DEP upon request. MTA has also categorized connections from CB drain pipes into its ditch system as OFs and evaluated each of these conveyances for the presence of unauthorized discharges via dry weather inspection. No flows from pipes or other conveyances, other than stormwater and authorized non-stormwater conveyances have been observed to date.

BMP 3.4 CONTINUE TO IMPLEMENT ILLICIT DISCHARGE DETECTION AND ELIMINATION PROCEDURE POLICY

MTA has an established procedure and has developed a form for evaluating and documenting suspected illicit discharges. The catch basin cleanout and IDDE tracking form directs the inspector to complete the Suspected Illicit Discharge Form and notify MTA’s Environmental Coordinator who then performs an investigation of each suspected illicit discharge in accordance with MTA’s IDDE SOP. To date, no illicit discharges have been identified during MTA’s annual dry weather inspections; however, one illicit discharge was identified in PY4 during MTA routine maintenance and no illicit discharges were identified in PY5.

BMP 3.5 IDENTIFY NON-STORMWATER DISCHARGES

Ten (10) motor vehicle accident related spills within the UA occurred in PY5, which were reported to Maine DEP and cleaned up as soon as possible without impact to stormwater infrastructure or waters of the State. Copies of the spill reports are available to Maine DEP upon request.

MCM 4 – CONSTRUCTION SITE STORMWATER RUNOFF CONTROL

Goals:

Continue to implement and enforce MTA’s program to reduce pollutants in stormwater runoff from construction activities that result in a land disturbance of greater than or equal to one acre.

BMP 4.1 CONTINUE TO IMPLEMENT CONSTRUCTION PROJECT ENVIRONMENTAL COMPLIANCE (CPEC) PROGRAM

The CPEC Program is the primary means by which the MTA addresses stormwater management issues, including runoff from construction activities conducted by MTA and/or its contractors. The CPEC Program includes MS4 elements intended to control stormwater runoff from construction sites such as:

- Including language in the specifications and ESC Plan to notify the contractor that they are in an MS4 project area;
- Requiring contractors to provide training certificates for the delegated OSRP for each contracted construction project, regardless of size or location; and
- Identifying and inspecting structural and non-structural BMPs designed/constructed in an MS4 project area.

In PY5, MTA maintained these requirements, as well as those construction-related requirements associated with Chapter 500 and the MOA. These measures included the requirement to apply MaineDOT's BMP/ESC Manual on all projects, regardless of size or location, thus often exceeding the requirements of the permit.

The MTA submits a separate Annual Progress Report to the Maine DEP to satisfy the requirements in the Stormwater (MOA), as adopted by the Maine DEP, MaineDOT, and MTA. The Annual MOA Report, most recently submitted to Maine DEP in August 2018, summarizes construction projects and associated BMPs (structural and non-structural) performed and anticipated.

- Number of projects with BMPs that were maintained or rehabilitated as part of construction activities during PY5: **8**
 - 2015.09 – Exit 53 Toll Upgrades – Falmouth: repaired/maintained existing check dams, culverts, and ditches;
 - 2016.08 – Interchange 44 ORT Conversion – repair/maintain existing culverts, ditches, catch basins, and riprap slope stabilization (project completion anticipated in late 2019);
 - 2017.01 – Pavement Rehab MM80.7-88.6 – replaced/maintained existing culverts, catch basins, and riprap aprons;
 - 2017.05 – Southern Bridge Repairs – maintained existing bridge drains;
 - 2017.06 – Northern Bridge Repairs – maintained existing scuppers;
 - 2018.03 – Exit 44 Southbound On-Ramp Improvements – repair/maintain existing culverts, catch basins, riprap slopes and riprap downspouts;
 - 2018.08 – Bridge Repairs Dennet Road Overpass – replace/maintain existing catch basins, and associated drain lines; and
 - 2018.12 – Auburn-Lewiston Mainline Paving and Drainage – replace/repair existing culverts, outlets, and ditch lines.

In PY5, there were six (6) active construction projects within the UA disturbing one (1) acre or more:

- 2015.09 – Toll Plaza Replacement at Interchange 53 – Falmouth
- 2015.12 – Exits 32, 36, and 46 NB Toll Upgrades – Biddeford/Saco/Portland
- 2016.08 – Interchange 44 Barrier Toll Plaza Open Road Tolling Conversion – Scarborough
- 2017.01 – Pavement Rehabilitation Clear Zone Improvements, Ferry Road Bridge Repairs, and Sabattus Exit 86 Toll System Upgrades – Lewiston/Sabattus
- 2018.03 – Exit 44 Southbound On-Ramp Improvements – Scarborough
- 2018.12 – Auburn-Lewiston Mainline Paving and Drainage – Lewiston/Auburn

Active construction projects in PY5 were documented under MTA's CPEC Program, which includes inspection documents, stormwater requirements and other environmental compliance considerations. MTA continues to rely on binding contract language to ensure that contractors comply with the construction-related BMPs/requirements of (1) Chapter 500; (2) applicable portions of the MOA; (3) the Maine Construction General Permit (CGP); and (4) the MS4 permit. MTA employees and contractors are trained appropriately on construction site stormwater management controls. Contractors and MTA personnel are required to conduct weekly inspections and maintain inspection documentation for review when performing construction that disturbs land (regardless of whether the disturbance exceeds one acre). The CPEC Program requires projects to be inspected as follows:

- Prior to construction (e.g., photographic documentation, temporary BMPs in place, etc.);
- On a weekly basis during construction by a qualified MTA representative (e.g., Inspector or Engineer) along with the contractor’s OSRP, who is appropriately trained;
- When transitioning from construction to post-construction (i.e., prior to submitting the Notice of Termination [NOT] for the CGP); and
- As part of routine CPEC Program environmental audits.

The CPEC Program provides a mechanism to ensure that stormwater requirements and other environmental regulatory obligations, including inspections and corrective actions, are considered and documented during construction, and appropriate actions are undertaken to reduce pollutants in stormwater from construction activities. As a result of the effectiveness of the CPEC Program, no significant corrective actions were required in PY5 for projects in which one or more Maine DEP permits may apply (i.e., MS4, CGP, and Ch500/MOA). The non-significant corrective actions required during PY5 included routine housekeeping measures such as:

- Adjusting/reinstalling silt fences;
- Removing accumulated sediment at silt fences;
- Re-staking hay bales; and
- Re-loaming and seeding or mulching areas after a storm event.

MCM 5 – POST-CONSTRUCTION STORMWATER MANAGEMENT

Goals:

- 1. Continue to implement and enforce a program to address stormwater runoff from new development and redevelopment projects that disturb greater than or equal to one acre.*
- 2. Develop and implement strategies that include a combination of structural and/or non-structural best management practices (BMPs).*
- 3. Develop and implement an approved BMP inspection schedule that at a minimum stipulates that new BMPs are inspected at least once during the first year of installation.*

BMP 5.1 CONTINUE TO IMPLEMENT CONSTRUCTION PROJECT ENVIRONMENTAL COMPLIANCE (CPEC) PROGRAM

Similar to **MCM 4**, MTA has continued to implement the CPEC Program to address post-construction stormwater management in new development and redevelopment. In PY5, MTA maintained and enforced these requirements, as well as post-construction standards associated with Chapter 500 and the MOA throughout MTA’s ROW regardless of size or location. MTA provides a summary of these annual O&M practices to Maine DEP in the Annual MOA Report, which was most recently submitted to Maine DEP in August 2018.

BMP 5.2 INCLUDE A COMBINATION OF STRUCTURAL AND NON-STRUCTURAL BMPs

As discussed in **BMP 1.2**, MTA maintains and implements their BMP Adoption Plan that identifies target BMPs to be utilized by employees and contractors that minimize stormwater pollution. MTA’s CPEC Program requires that contractors conducting work on projects located within MTA’s UA or an UIS watershed receive, review, and sign a copy of this plan.

BMP 5.3 INSPECT NEW BMPs AT LEAST ONCE DURING THE FIRST YEAR AFTER INSTALLATION

As part of the CPEC Program and to ensure adequate long-term maintenance of newly constructed BMPs, MTA develops and implements a project-specific post-construction O&M plan for new BMPs installed as part of a construction project. These O&M plans include a GIS-based site plan and an inspection tracking form that are used by Highway Maintenance personnel to conduct quarterly inspections for the first year after permeant stabilization. Following the first year, newly constructed BMPs are incorporated into MTA's IDDE maps and tracking forms and included in the annual infrastructure inspections completed by MTA's general engineering consultant for long-term inspection and maintenance. Highway Maintenance personnel have been trained and certified under Maine DEP's Non-Point Source (NPS) Program. In addition, these qualified personnel are also trained internally to implement the post-construction O&M plan aspects of CPEC Program. O&M plans are maintained in the project-specific CPEC binders and are available to Maine DEP upon request. Below is a summary of post-construction BMPs for PY5:

- Number of sites with new functioning post-construction BMPs that were inspected in PY5: **3**
 - 2014.10 – Exit 80 SPUI: 16 new catch basins, 8 new culverts, and 22 new ditch segments, that discharge to MTA's MS4.
 - 2015.06 – Exit 36 Saco Toll Lane Addition: One new catch basin, pipe, ditch line, and cellular confinement system that discharge to a vegetated area.
 - 2015.12 – Exits 32, 36, and 46 NB Toll Upgrades: Two Underdrained Soil Filter (USF) systems that discharge to MTA's MS4.
- Cumulative number of post construction BMPs discharging directly into waters of the state or MS4, since the effective date of this 5-year permit (i.e., July 1, 2013): **58**
- Number of sites with documented functioning post construction BMPs discharging directly into waters of the state or MS4, since the effective date of this 5-year permit (i.e., July 1, 2013): **4**
- Number of sites that required routine maintenance or remedial action to maintain post-construction BMP functionality (not including those listed in MCM 4): **0**

MCM 6 – POLLUTION PREVENTION/GOOD HOUSEKEEPING

Goals:

Reduce pollutant runoff from MTA's roads, other paved surfaces, infrastructure, and facilities through the development and implementation of an operation and maintenance (O&M) program.

BMP 6.1 INVENTORY POTENTIAL POLLUTANT SOURCES AND OPERATIONS

MTA does not operate any maintenance facilities within the MS4 regulated area. Therefore, potential pollutant sources are generally limited to spills associated with vehicular accidents, road-killed wildlife, and MTA deicing operations. MTA re-evaluated its inventory of potential pollutant sources in PY3 and finalized its MCM 6 Written Procedures in August 2016. Minor administrative changes were made in September 2016 and a copy of the document was included in the PY4 Annual Report. There were no changes to the pollutant source inventory in PY5.

BMP 6.2 ANNUAL EMPLOYEE TRAINING

As discussed in **BMP 1.1**, MTA's employee training program addresses stormwater pollution prevention, and erosion and sediment control. MTA's training program also incorporates construction and post-construction inspection and O&M requirements. Approximately 97 MTA employees were trained in stormwater pollution prevention and ESC practices during six 2.5-hour training sessions held

in May and June of 2018. The average test score for the PY5 stormwater training was 93%. The testing results provide documentation regarding the effectiveness of the training.

BMP 6.3 STREET SWEEPING

As reported in previous MS4 permit cycles and the Annual MOA Report, MTA maintains a regular pavement sweeping program that includes interchanges, toll plazas, park-and-ride lots, and other facilities. Due to several active construction projects and sweeper equipment maintenance issues, MTA was not able to sweep all of the paved surfaces in its UA in PY5. A summary of sweeping activity completed in PY5 is below. MTA generally reuses the collected sweepings as construction fill material.

UA Street Sweeping Summary for PY5:

- Approximate number of local road overpasses swept: **10**
- Approximate number of toll/interchange areas swept: **11**
- Approximate number of bridges swept: **2**

BMP 6.4 CLEANING OF STORMWATER STRUCTURES INCLUDING CATCH BASINS

As discussed in **BMP 3.2**, MTA has a prioritized inspection program that includes inspection and catch basin cleanout, as needed, within the entire UA. Priority is given to Long Creek, Goosefare Brook, and Hart Brook watersheds; however, maintenance crews also inspect and cleanout, as needed, the remaining stormwater infrastructure in the UA and UIS watersheds on an annual basis. MTA continues to use tracking forms to capture dry weather inspection and catch basin cleanout information, which are summarized below and available to Maine DEP upon request.

UA Catch Basin Maintenance Summary for PY5:

- Approximate number of catch basins inspected: **602**
- Approximate number of catch basins cleaned: **29**
- Approximate number of catch basins repaired: **2** (replaced broken grates)

Catch basin sediment is managed in accordance with Maine DEP regulations regarding the beneficial reuse. MTA may either reuse the collected sediment as construction fill material or dispose of the material in accordance with current State rules. MTA generally reuses the recovered catch basin sediment as construction fill material.

BMP 6.5 MAINTENANCE AND UPGRADING OF STORMWATER CONVEYANCES AND OUTFALLS

As part of MTA's Stormwater MOA, progress reports summarizing current and planned construction projects and maintenance efforts (which may include new drainage infrastructure installed or replaced by MTA maintenance crews) are submitted annually to Maine DEP. In PY5, the majority of MTA construction efforts focused on bridge repair/maintenance projects, intersection improvements, and pavement rehabilitation. Drainage infrastructure repairs are typically included as part of pavement rehabilitation projects, and infrastructure maps and IDDE tracking forms are updated annually to reflect new drainage infrastructure.

An annual inspection of MTA's infrastructure is conducted by a professional engineering consultant. The resulting *Annual Inspection Report* and *Operation and Maintenance Annual Report* is available on MTA's website (<http://www.maineturnpike.com/project-and-planning/Transportation-Planning.aspx>). These reports summarize the condition of MTA's infrastructure (including drainage infrastructure) and identify any deficiencies observed. MTA uses the information presented in these reports to evaluate and

implement a prioritized schedule for repairing or upgrading conveyances, structures, and outfalls as required under this MCM.

BMP 6.6 STORMWATER POLLUTION PREVENTION PLANS (SWPPPs)

Although MTA does not operate any vehicle maintenance facilities within UA, MTA continued to maintain the following measures relative to the objectives of **MCM 6** in PY5:

- SPCC Plans with integrated stormwater pollution prevention measures for all MTA Highway/Equipment Maintenance Facilities that address the proper use, storage, and disposal of petroleum products, and additionally address vehicle and equipment storage, maintenance, and refueling practices;
- A Mobile SPCC Plan for MTA's entire ROW to supplement spill response and prevention measures in the facility-specific SPCC Plans and specifically addresses more stringent practices within UA and UIS watersheds; and
- Quarterly stormwater BMP inspections at its Highway/Equipment Maintenance Facilities.

CONCLUSION

In accordance with the MPDES General Permit *Part IV(J)*, this Annual Report presents a summary of significant goals achieved during the fifth year (July 2017 through June 2018) of implementing MTA's SPMP including an evaluation of BMPs and MGs established for the six MCMs. If you have any questions concerning this Annual Report of MTA's MS4 SPMP, please do not hesitate to call me at (207) 871-7771, ext. 359.

Respectfully,



John M. Branscom
Environmental Coordinator
Maine Turnpike Authority

cc: Aimee Mountain; GZA GeoEnvironmental, Inc.