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THE PORT of
Port Lavaca - Point Comfort
Calhoun County Navigation District

GALVESTON DISTRICT

Matagorda Ship Channel Feasibility Study/EIS

Public Scoping Meeting
Bauer Community Center
September 8, 2004

One Corps Serving The Army and the Nation

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Transportation Efficiency

- Port of Port Lavaca - Point Comfort is primarily a petrochemical and ore processing port with potential for other industries.
- Using large, more efficient ships to carry bulk liquid and dry goods makes Texas more cost competitive.

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Preparing For The Future

- Assuring the jetty stability will prevent disruption of shipping traffic
- Deepening the waterway will reduce ship delays and congestion
- Planning, authorization and construction of major navigation projects is a lengthy process

Vessel Size Increasing

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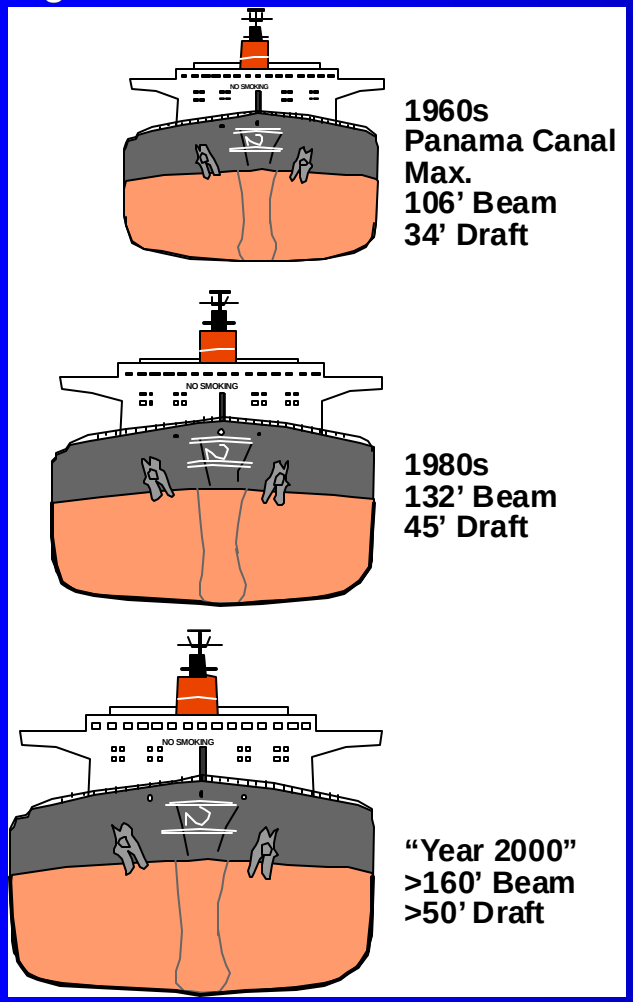

- World fleet getting bigger, draft increasing
- Double-hull requirements make tankers wider
- Ships over 40 feet already calling at ports

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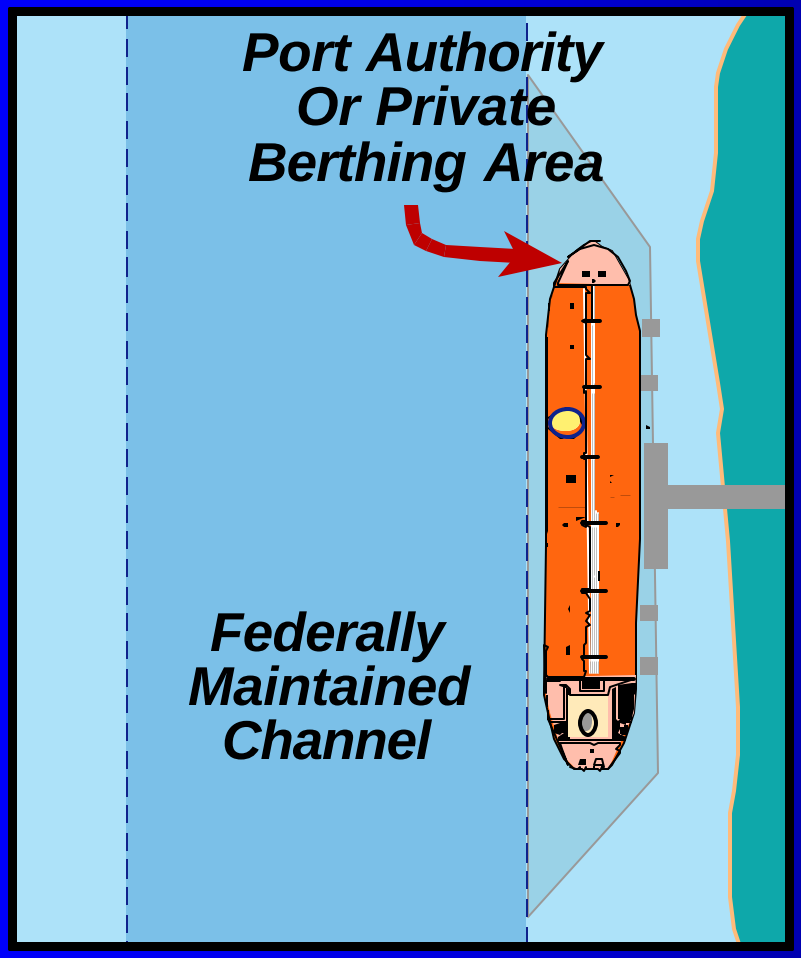
The Federal Channel



- Federal involvement started in 1910
  - Construction of 36 ft. deep channel completed in 1966
- Federal funds pay for maintenance
- Berthing areas not part of Federal channel

Existing Channel System

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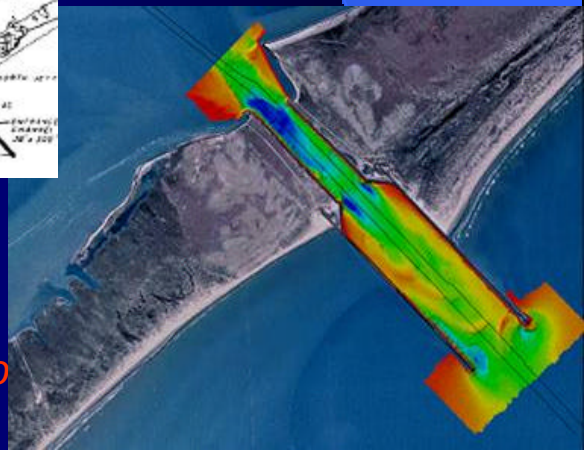
Outer Bar & Jetty Channel
Depth: 38’/Width: 300’
Length: 3.2 miles

Channel to Point Comfort
Depth: 36’/Width: 300-200’
Length: 20.9 miles

Approach Channel to Turning Basin
Depth: 36’/Width 200-300’
Length: 1.1 miles

Point Comfort Turning Basin
Depth: 36’/Width: 1,000’
Length: 1,000’



Existing Channel System (continued)

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Channel to Port Lavaca
Depth: 12’/Width: 125’
Length: 4.1 miles

Lynn Bayou Turning Basin
Depth: 12’/Width: 27-340’
Length: 532 ft.

Channel to Red Bluff
Depth: 6’/Width: 100’
Length: 20.2 miles

Channel to Harbor of Refuge
Depth: 12’/Width 125’
Length: 1.9 miles

North-South Basin
Depth: 12’/Width 300’
Length: 1,682 ft.

East-West Basin
Depth: 12’/Width 250’
Length: 1,750 ft.

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Alternatives under Consideration

- Improve Jetty stability
- Deepen the waterway from Outer Bar to the Point Comfort Turning Basin to improve transportation efficiency.
- Widen Channel from Outer Bar to the Point Comfort Turning Basin to improve transportation efficiency and safety.
- Includes deepening of the Point Comfort Turning Basin
- Does not include deepening or widening of Lynn Bayou Turning Basin, Channel to Harbor of Refuge, or Channel to Red Bluff

Potential Dredged Material Placement Areas

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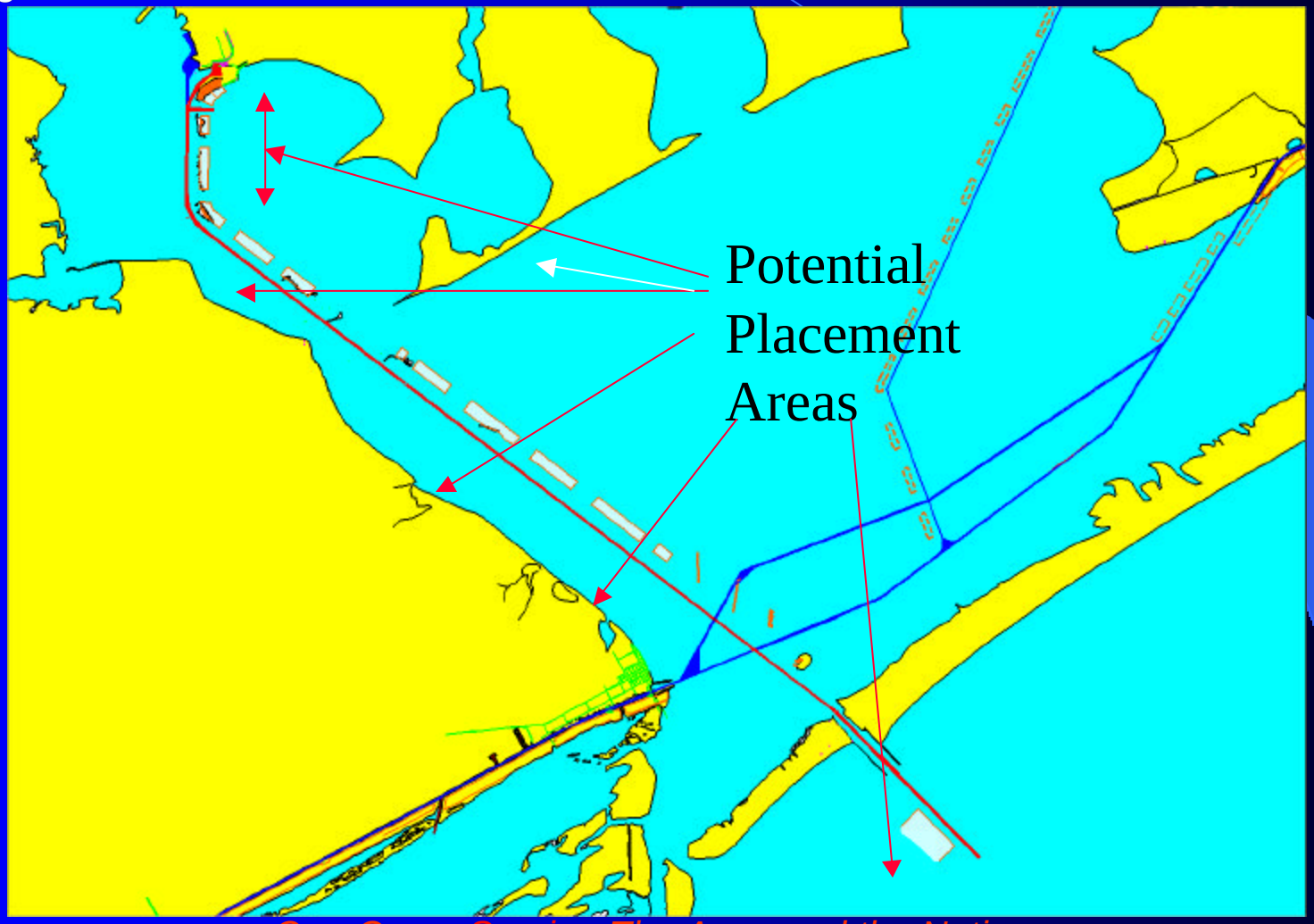

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Pertinent Studies

- Reconnaissance Report - 2004
- Initial Appraisal Report - 2000
- Reconnaissance Report - 1989
- General Design Memorandum - 1963

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Results of Reconnaissance Phase Analysis

- Jetty Stability
  - Project in the Federal Interest
  - Favorable benefit/cost ratio 1.8 - 3.7 to 1
  - Estimated cost: $40-83 million
- Deepening Channel
  - Project in the Federal Interest
  - Favorable benefit/cost ratio 2.5 to 1
  - Estimated cost: $70-103 million
- Widening Channel
  - Estimated cost: $250-275 million

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Matagorda Ship Channel Feasibility

- Evaluation of alternatives to identify the National Economic Development plan and Locally preferred plan under current policies, criteria and guidelines.
- Cost shared at 50% Federal and 50% Non-Federal.
- 3-5 (est.) years to complete
- Estimated cost is $3-7 million
- Will include preparation of Environmental Assessment (EA) or Environmental Impact Statement (EIS)

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NEPA Documentation (EIS or EA)

- Identify environmental impacts
- Public comment will be solicited on environmental impacts, issues and concerns throughout study process
- Evaluated under the Endangered Species Act, Clean Water Act, Texas Coastal Management Plan, and other pertinent environmental laws & regulations
- Coordinated with State and Federal resource agencies (USFWS, NMFS, TCEQ, GLO, TPWD, EPA, etc.)

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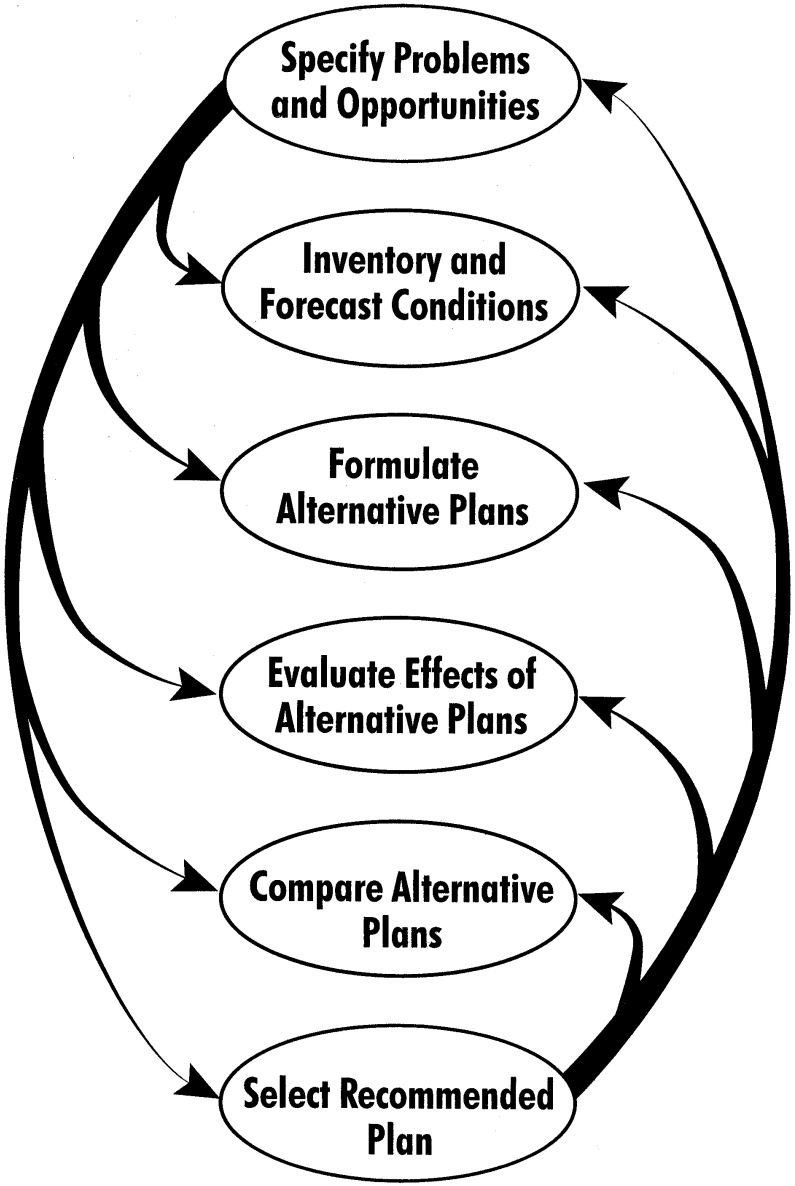

USACE Planning Process

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Issue and Concern Categories

- Engineering
- Environmental
- Social and Economic

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Engineering Issues

- Channel design optimization
- Ship simulation study
- Dredging quantity estimates
- Maintenance shoaling rates
- Placement area requirements

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Engineering Issues

- Dredged material management plans
- Geotechnical investigations for levee stability
- Real estate studies
- Pipeline relocation requirements

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Environmental Issues

- Hydrodynamic modeling
- Salinity changes
- Sediment quality
- Endangered species
- Marine resources
- Shoreline erosion
- Beneficial uses of dredged material
- Cultural Resources investigations

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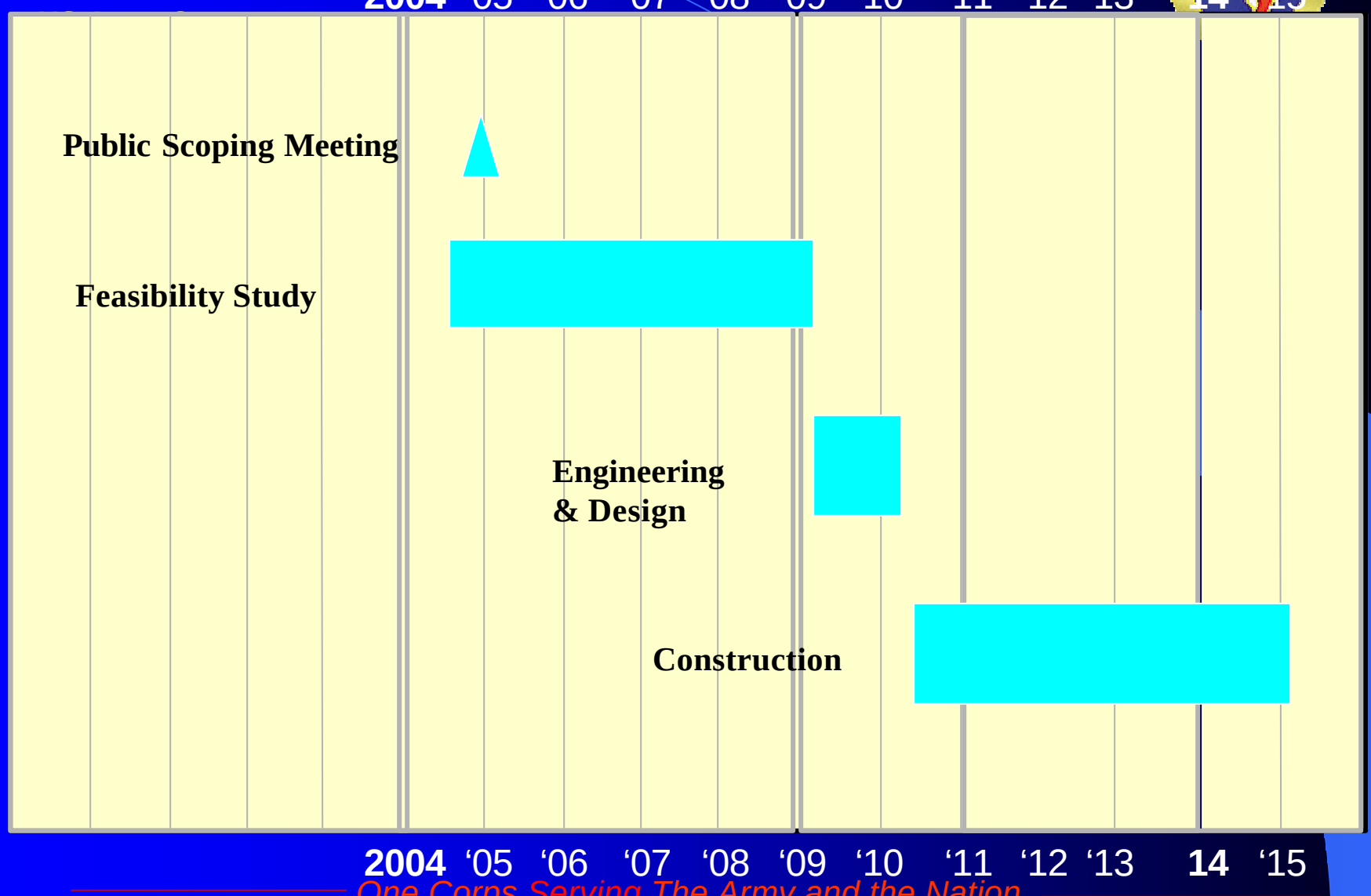
Social and Economic Issues

- Overall economic impacts
- Projected impacts on commerce
- Project effects on human quality of life

Project Timeline



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An Open Process

- Identify stakeholders & urge participation
- Intensive state & Federal resource agency involvement
- Opportunities for public review and comment

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