



**U.S. Army Corps  
of Engineers**

**Galveston District  
Southwestern Division**

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**Houston Ship Channel Expansion Channel  
Improvement Project, Harris, Chambers,  
and Galveston Counties, Texas**

**Final Integrated Feasibility Report–Environmental  
Impact Statement**

**APPENDIX N**

**NATIONAL HISTORIC PRESERVATION ACT  
COORDINATION**

**FEBRUARY 2020**

## PROGRAMMATIC AGREEMENT

Among the Corps of Engineers, Galveston District,  
the Texas State Historic Preservation Officer, and  
the Advisory Council on Historic Preservation  
Regarding Maintenance Dredging and  
New Construction on the Galveston Bay Navigation System

WHEREAS, the Galveston District, Corps of Engineers (COE) has determined that maintenance dredging and proposed new construction on the Galveston Bay Navigation System in Galveston, Harris, Chambers, and Liberty Counties, Texas will have an effect on properties included in or eligible for inclusion in the National Register of Historic Places and has requested the comments of the Advisory Council on Historic Preservation (Council) pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470) and its implementing regulations, "Protection of Historic Properties," (36 CFR Part 800) and

WHEREAS, the COE, the Texas State Historic Preservation Officer (SHPO), and the Council agree that it is advisable to accomplish compliance with Section 106 and the Council's regulations through the development and execution of this Programmatic Agreement in accordance with 36 CFR Section 800.13;

NOW, THEREFORE, the COE, the Texas SHPO, and the Council agree that the undertakings shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertakings on historic properties.

### STIPULATIONS

The COE shall ensure that the following measures are carried out:

#### I. Applicability of this Agreement:

The Agreement shall be applicable to all maintenance dredging and new construction actions related to or within the Galveston Bay Area Navigation System (Navigation System) that are directly undertaken by the COE, and to the reasonably foreseeable construction and land use activities of other parties that would directly benefit from new construction actions undertaken by the COE. Such Navigation System shall be defined as encompassing the elements in Attachment I to this Agreement. Further, this Agreement shall be applicable to historic properties located outside of the geographic area of the Navigation System if the character or use of these historic properties may be changed by COE-initiated maintenance dredging or new construction actions within the Navigation System. This Agreement shall be applicable to areas to be dredged or otherwise altered due to COE maintenance and new construction actions including all staging areas, the initiation of new or extension of existing disposal areas and existing facilities to be relocated.

## II. Project-Specific Historic Preservation Procedures

### A. Identification of Historic Properties:

As soon as an action meeting the scope of stipulation I of this Agreement is proposed, the COE shall identify, in consultation with the Texas SHPO, historic properties potentially affected by the proposed action. All identification work shall be designed in consultation with the Texas SHPO and shall be in accordance with the Secretary of the Interior's "Standards and Guidelines for Archeology and Historic Preservation" (48 Federal Register 44716-44740; September 23, 1983) "Standard and Guidelines," hereinafter, particularly the "Standards and Guidelines for Identification" contained therein. Should the COE and the Texas SHPO fail to agree on identification efforts, the COE shall afford the Council a reasonable opportunity to comment in accordance with stipulation IV of this Agreement.

### B. Evaluation of Properties for Eligibility for Inclusion in the National Register of Historic Places:

The COE shall evaluate all identified properties that could be affected by proposed action, in consultation with the Texas SHPO, to determine which properties are eligible for inclusion in the National Register. The COE shall use the "Standards and Guidelines," particularly the "Standards and Guidelines for Evaluation" contained therein. Should the COE and the Texas SHPO agree that a property is or is not eligible, such consensus shall be deemed conclusive for the purposes of this Agreement. Should the COE and SHPO not agree regarding the eligibility of a property, the COE shall seek a formal determination of eligibility from the Keeper of the National Register in accordance with applicable National Park Service regulations. Within six months of the completion of the evaluation of properties for the purposes of this Agreement, the COE shall seek formal determinations of eligibility from the Keeper of the National Register.

### C. Evaluation of the Potential Effects of a Proposed Action on Historic Properties:

The COE, in consultation with the Texas SHPO, shall evaluate the effects of a proposed action on properties included in or eligible for the National Register, using the criteria in 36 CFR Part 800. Disagreements between the COE and the Texas SHPO shall be resolved in accordance with stipulation IV of this Agreement.

### D. Treatment of Affected Historic Properties:

#### 1. Development of a Data Recovery or Treatment Plan:

The COE shall, in accordance with the Texas SHPO, treat historic properties affected by proposed actions within the scope of this Agreement. If the properties to be affected are eligible for inclusion in the National Register primarily for the potential to yield data important in history or prehistory, the COE shall develop and implement a Data Recovery Plan that is responsive to the principles in Part I of the Council's "Treatment of Archeological

Properties: A Handbook" and that meets the standards of Part III of the Handbook and is consistent with the "Standards and Guidelines." If the historic properties to be affected are eligible for the National Register primarily for reasons other than potential to yield data, the COE, in consultation with the Texas SHPO, shall develop a plan and implement a plan consistent with the "Standards and Guidelines" that outlines means to avoid, minimize, or mitigate the adverse effects of the project.

## 2. Review of a Data Recovery or Treatment Plan:

The COE shall provide the Texas SHPO and the Council a 30-day opportunity to review and comment on the draft data recovery or treatment plan. Objections to the draft data recovery or treatment plan shall be dealt with in accordance with stipulation IV of this Agreement.

## III. Comprehensive Historic Preservation Plans:

Within one year of the date of the last signature of this Agreement, the COE shall develop a comprehensive Historic Preservation Plan(s) pertaining to the effects of anticipated undertakings within the Navigation System. This Plan (s) shall incorporate the information in Attachment II to this Agreement. The COE shall provide the Texas SHPO, the Council, and interested public (both historic preservation professionals and non-professionals) with a 30-day opportunity to review and comment on the draft Historic Preservation Plan (s). The COE cannot implement the draft Historic Preservation Plan until the Texas SHPO and the Council agree in writing that it meets the "Standards and Guidelines." Once the Historic Preservation Plan is accepted, its requirements shall supersede those outlined in stipulation II of this Agreement, and the COE shall not be required to request the Council's comments on or review of individual actions meeting the scope of and consistent with the accepted Historic Preservation Plan.

## IV. Dispute Resolution:

If a dispute arises regarding implementation of this Agreement, COE shall consult with the objecting party to resolve the dispute. If any consulting party determines that the dispute cannot be resolved, COE shall request the further comments of the Council pursuant to the Council's regulations.

V. All work conducted pursuant to this Agreement shall be monitored by a COE staff archeologist. Copies of all final reports resulting from work conducted pursuant to this Agreement shall be provided to the signatories to this Agreement and to the National Park Service for possible submission to the National Technical Information Service. All reports shall be responsive to the professional standards and formats identified in the "Standards and Guidelines."

VI. If, after completion of the identification efforts required pursuant to this Agreement, previously unknown historic properties are discovered in a project area, the COE shall cause potentially damaging activities to cease until it has consulted with the Texas SHPO and complied with 36 CFR Section 800.11.

VII. Failure to carry out the terms of this Agreement requires that the COE again request the Council's comments in accordance with 36 CFR Part 800. If the COE cannot carry out the terms of this Agreement, it shall not make or sanction any action or make any irreversible commitment that would result in an adverse effect with respect to National Register or eligible properties covered by this Agreement or would foreclose the Council's consideration of modifications or alternatives to undertakings proposed.

VIII. If any of the signatories to this Agreement determines that the terms of this Agreement cannot be met or believes that a change to it is necessary, that signatory shall request immediately the consulting parties to consider voiding, amending, or effecting an addendum or amendment to this Agreement. Such an amendment or addendum shall be executed in the same manner as this original Agreement.

Execution of this Programmatic Agreement evidences that the COE has afforded the Council a reasonable opportunity to comment on undertakings and their effects on historic properties on historic properties in the Galveston Bay Navigation System.

U.S. Army Corps of Engineers, Galveston District

*John A. Tudela* LTC CE  
By: John A. Tudela, Commander

1 FEB 1988  
(date)

Texas State Historic Preservation Officer

*Curtis J. Jernell*  
By:

9 Feb. 1988  
(date)

Advisory Council on Historic Preservation

*Robert D. Bush*  
By: Robert D. Bush, Executive Director

22 April 1988  
(date)

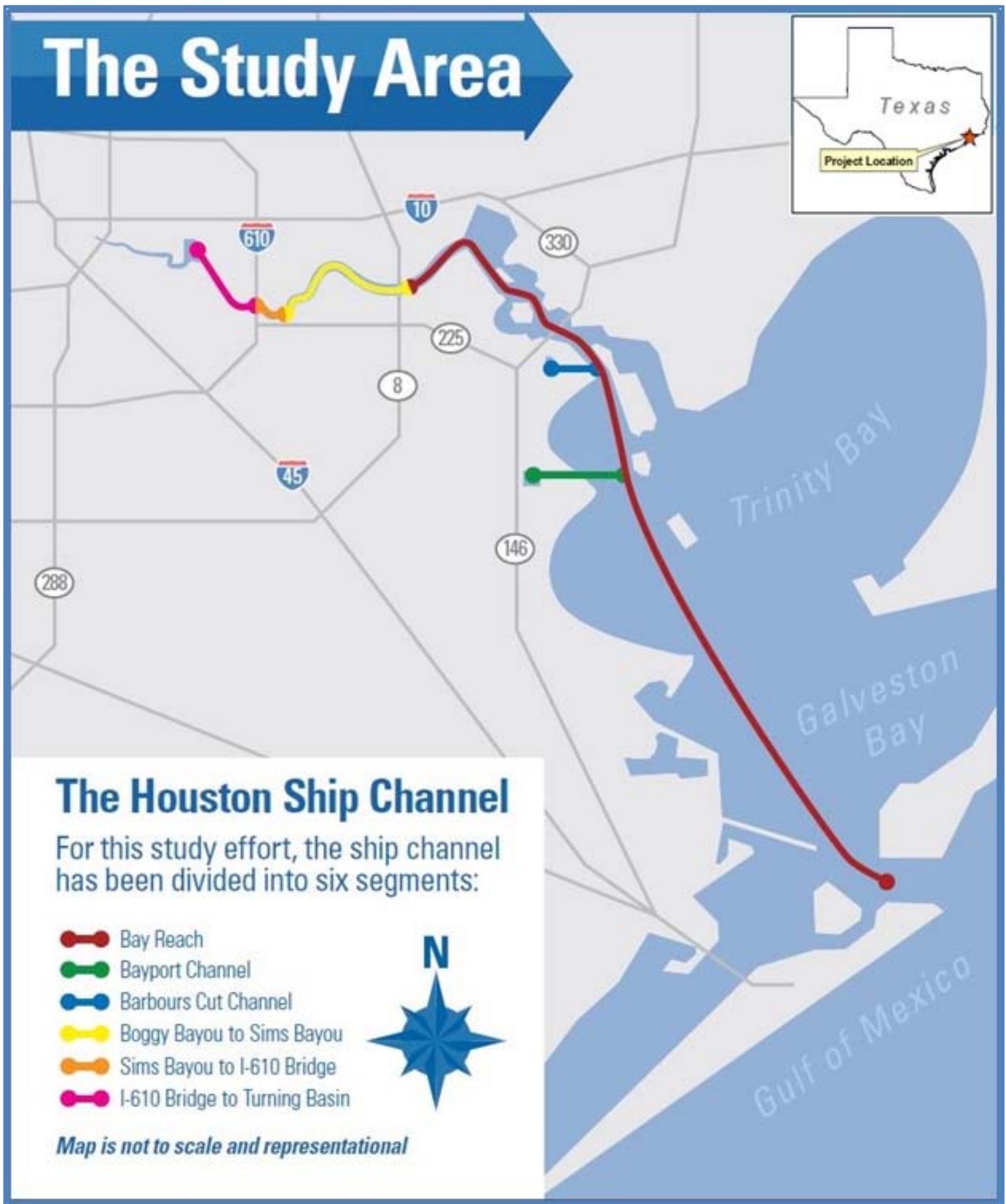
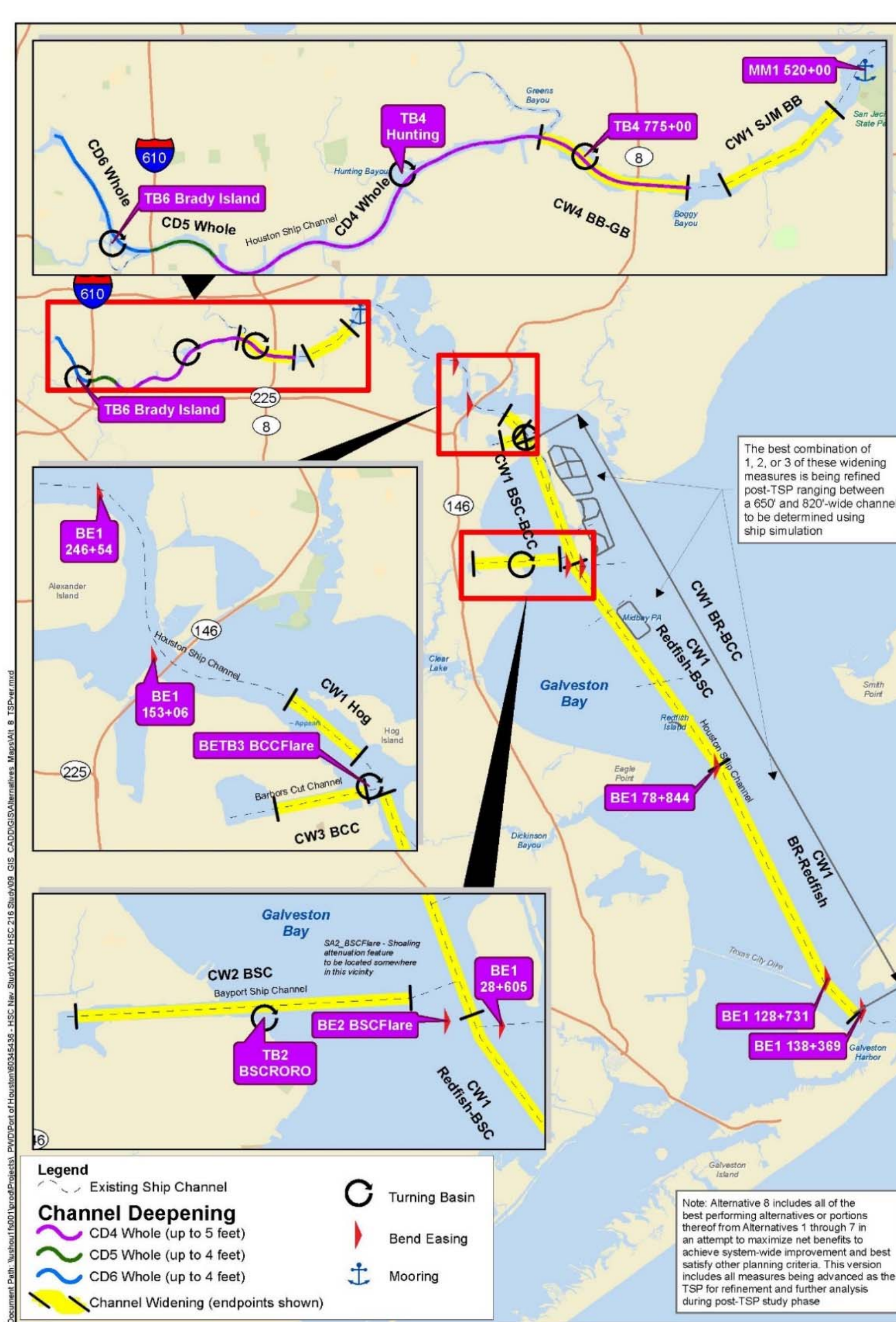


Figure 1 – Six Study Segments for the HSC ECIP Feasibility Study



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**Tentatively Selected Plan (TSP) ALTERNATIVE 8 – The Everything Plan (as indicated by economic analysis)**

U.S. Army Corps of Engineers and Port of Houston Authority

**Houston Ship Channel Expansion  
Channel Improvement Project  
Alternative Map**

Figure 2 – Tentatively Selected Plan



DEPARTMENT OF THE ARMY  
U. S. ARMY CORPS OF ENGINEERS, GALVESTON DISTRICT  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

January 27, 2020

Mr. Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
P.O. Box 12276  
Austin, TX 78711-2276

Dear Mr. Wolfe:

The U.S. Army Corps of Engineers, Galveston District (USACE) is preparing an Integrated Feasibility Report and Environmental Impact Statement (EIS) on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and a recommended plan that was coordinated with your office in a letter dated August 28, 2017.

As part of the EIS, the USACE is using the existing 1988 Programmatic Agreement (PA) (Enclosed) to document compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The USACE intends to execute a new PA for all navigation projects within the Galveston District during the USACE's Pre-Construction, Engineering and Design Phase. Once this new PA is executed, it will replace the existing 1988 agreement. The new Galveston District PA for Navigation Projects will be developed in consultation with your office, the Advisory Council on Historic Preservation, Tribal Nations, and the public. This new PA will be executed by the USACE no later than two years from the signed EIS Record of Decision. This commitment will be documented in the EIS.

We request your concurrence with this proposal to use the existing 1988 PA until execution of the new Galveston District PA for Navigation Projects. Thank you for your cooperation in this review process. If you have any questions concerning the proposed project or if we can be of further assistance, please contact John A. Campbell, Archeologist, Environmental Branch, Regional Planning and Environmental Center at 409-766-3878.

Sincerely,

A handwritten signature in black ink that reads "Amanda M. McGuire".

Amanda M. McGuire  
Chief, Environmental Branch  
Regional Planning and Environmental Center

Enclosure



**This Correspondence sent to john.a.campbell@usace.army.mil on 02-25-2020**



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas  
**THC Tracking #202005908**  
Houston Ship Channel  
Galveston Bay  
Houston, TX

Dear John A. Campbell:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas.

The review staff led by Bill Martin, Caitlin Brashear and Amy Borgens has completed its review and has made the following determinations based on the information submitted for review:

**Above-Ground Resources**

- THC/SHPO concurs with information provided.

**Archeology Comments**

- THC/SHPO concurs with information provided for the underwater project area.
- THC/SHPO concurs with information provided.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: bill.martin@thc.texas.gov, caitlin.brashear@thc.texas.gov, amy.borgens@thc.texas.gov

This response has been sent through the electronic THC review and compliance system(eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**

cc: Jerry.L.Androy@usace.army.mil



DEPARTMENT OF THE ARMY  
GALVESTON DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

August 28, 2017

Mr. Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Society  
P.O. Box 12276  
Austin, TX 78711-2276

Dear Dear Mr. Wolfe:

The U.S. Army Corps of Engineers, Galveston District (USACE) has prepared a draft report on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and, more specifically, a tentatively selected plan (TSP) that includes: 1) deepening the HSC from the existing 41.5-foot depth to 46.5 feet between Boggy Bayou and Sims Bayou; 2) deepening the HSC from the existing 37.5-foot depth to 41.5 feet between Sims Bayou and the Main Turning Basin; and 3) widening the channel in selected areas of the HSC, Bayport Ship Channel, and the Barbour's Cut Channel. A more detailed description of the TSP is provided in the draft report. Maps of the study area and TSP are enclosed as Figures 1 and 2 (Enclosures).

All of the areas of potential impact within the TSP are located in a marine setting and therefore there is a potential for impacts to submerged cultural resources and sites located on the shoreline adjacent to the ship channel. While this project will eventually include dredged material placement areas for new construction and maintenance, as well as potential mitigation sites that could potentially impact terrestrial cultural resources, these areas have not yet been identified.

There are 12 previously recorded archeological sites, one National Register property (Washburn Tunnel), and one National Historic Landmark (San Jacinto Battlefield) that occur within or adjacent to the proposed project area. Seven of these sites (41HR680, 685, 831, 832, 1168, 1169, and 41CH372) have been previously investigated and determined to be not eligible for inclusion in the National Register of Historic Places (NRHP). Another site, 41GV151, the wreck of USS *Westfield*, was determined eligible for inclusion in the NRHP, but the site was investigated and mitigated for impacts as part of the Texas City Channel Improvement project. The remaining four sites are all terrestrial sites located on the shoreline and include prehistoric open campsites (41HR140 and 808), a possible historic age town site (41HR526), and the potential site

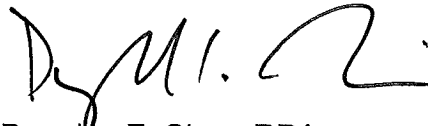
of the Harrisburg Depot (41HR623). None of these four sites have been evaluated for NRHP eligibility.

The San Jacinto Battlefield is located just to the south of the project area and there are no direct impacts proposed within the boundaries of the battlefield. Additionally, the shoreline of the battlefield has been reinforced with bulkheads or armoring to control shoreline erosion. The Washburn Tunnel is the only NRHP property within the TSP and is located within the reach between Boggy Bayou and Sims Bayou. The tunnel was constructed in 1950 and listed on the NRHP in April 2008. The TSP proposes deepening the channel along this reach from 41.5 feet to a depth of 46.5 feet. While the as-built plans of the tunnel indicate that the top of the tunnel is only 45 feet below the water surface, hydrographic surveys by the USACE indicate that natural scouring of the channel bottom extends to 49 feet and have not exposed the tunnel. Therefore, no impacts are anticipated for the Washburn Tunnel. Finally, there are over 30 anomalies, representing shipwrecks or obstructions, identified by the NOAA within or adjacent to the proposed project area.

Based on the current information for the proposed construction and improvements, there is a potential to affect historic properties. Direct effects would consist of impacts from dredging activities related to channel deepening and widening that would occur if resources were not surveyed and recovered. If eligible terrestrial cultural resources are identified at sites near the channel shoreline where TSP improvements are planned, indirect effects such as the potential for erosion of shorelines from ship wakes to impact the resources would have to be evaluated, especially where widening or other improvements moves the shoreline closer to identified resources. The USACE recommends intensive cultural resources investigations to identify and evaluate any historic properties within proposed construction areas that have not been previously investigated. The USACE intends to execute a Programmatic Agreement (PA) to govern the scope of investigations, which will be determined in concert with the Texas SHPO and appropriate federally recognized Native American Tribes. A draft PA has been developed and provided for public and tribal review as Appendix N in the Draft Integrated Feasibility Report and Environmental Impact Statement. A compact disk of this report is enclosed.

We request your comments on the proposed undertaking and the potential to affect historic properties in compliance with Section 106 of the National Historic Preservation Act of 1966. Thank you for your cooperation in this review process. If you have any questions concerning the proposed project or if we can be of further assistance, please contact John A. Campbell at 409-766-3878, or by email at [John.A.Campbell@usace.army.mil](mailto:John.A.Campbell@usace.army.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "D. E. Sims". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

Douglas E. Sims, RPA  
Chief, Environmental Compliance Branch

Enclosures

OCT 06 2017

TEXAS HISTORICAL COMMISSION

*real places telling real stories*

September 28, 2017

Douglas E. Sims  
Chief, Environmental Compliance Branch  
U.S. Army Corps of Engineers  
P.O. Box 1229  
Galveston, TX 77553-1229

Re: Project review under Section 106 of the National Historic Preservation Act of 1966 and the Antiquities Code of Texas  
Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas. Draft Integrated Feasibility Report – Environmental Impact Statement  
THC Tracking No. 201800080  
COE-VD

Dear Mr. Sims:

Thank you for your correspondence describing the above referenced project. This letter serves as comment on the proposed federal undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC). As the state agency responsible for administering the Antiquities Code of Texas, these comments also provide recommendations on compliance with state antiquities laws and regulations.

The review staff, led by State Marine Archeologist Amy Borgens, has completed its review. The THC concurs with the U. S. Army Corps of Engineers (USACE) recommendation for intensive cultural resource investigations to identify and evaluate portions of the project area that have not been subject to underwater archeological remote-sensing surveys. Due to changes in technology and underwater survey methods, some previous investigations are likely not sufficient for determining the presence of submerged cultural resources in the area of potential effect. Therefore, for some areas, it cannot be stated with certainty that the proposed construction impacts will not adversely affect historic properties. Additional investigations may be required in these circumstances. The THC will review the applicability of the previous surveys on a case by case basis and coordinate with the USACE on the Programmatic Agreement referenced in the letter dated 28 August 2017.

Thank you for your cooperation in this federal and state review process, and for your efforts to preserve the irreplaceable heritage of Texas. **If you have any questions concerning our review or if we can be of further assistance, please contact Amy Borgens at 512-463-9505.**

Sincerely,



for  
**Mark Wolfe**  
**State Historic Preservation Officer**

MW/ab

Cc: John A. Campbell, Coastal Section, Environmental Compliance Branch, Galveston District





DEPARTMENT OF THE ARMY  
GALVESTON DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

August 28, 2017

Mr. Bryant Celestine  
Alabama-Coushatta Tribe of Texas  
571 State Park Road 56  
Livingston, TX 77351

Dear Dear Mr. Celestine:

The U.S. Army Corps of Engineers, Galveston District (USACE) has prepared a draft report on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and, more specifically, a tentatively selected plan (TSP) that includes: 1) deepening the HSC from the existing 41.5-foot depth to 46.5 feet between Boggy Bayou and Sims Bayou; 2) deepening the HSC from the existing 37.5-foot depth to 41.5 feet between Sims Bayou and the Main Turning Basin; and 3) widening the channel in selected areas of the HSC, Bayport Ship Channel, and the Barbour's Cut Channel. A more detailed description of the TSP is provided in the draft report. Maps of the study area and TSP are enclosed as Figures 1 and 2 (Enclosures).

All of the areas of potential impact within the TSP are located in a marine setting and therefore there is a potential for impacts to submerged cultural resources and sites located on the shoreline adjacent to the ship channel. While this project will eventually include dredged material placement areas for new construction and maintenance, as well as potential mitigation sites that could potentially impact terrestrial cultural resources, these areas have not yet been identified.

There are 12 previously recorded archeological sites, one National Register property (Washburn Tunnel), and one National Historic Landmark (San Jacinto Battlefield) that occur within or adjacent to the proposed project area. Seven of these sites (41HR680, 685, 831, 832, 1168, 1169, and 41CH372) have been previously investigated and determined to be not eligible for inclusion in the National Register of Historic Places (NRHP). Another site, 41GV151, the wreck of USS *Westfield*, was determined eligible for inclusion in the NRHP, but the site was investigated and mitigated for impacts as part of the Texas City Channel Improvement project. The remaining four sites are all terrestrial sites located on the shoreline and include prehistoric open campsites (41HR140 and 808), a possible historic age town site (41HR526), and the potential site

of the Harrisburg Depot (41HR623). None of these four sites have been evaluated for NRHP eligibility.

The San Jacinto Battlefield is located just to the south of the project area and there are no direct impacts proposed within the boundaries of the battlefield. Additionally, the shoreline of the battlefield has been reinforced with bulkheads or armoring to control shoreline erosion. The Washburn Tunnel is the only NRHP property within the TSP and is located within the reach between Boggy Bayou and Sims Bayou. The tunnel was constructed in 1950 and listed on the NRHP in April 2008. The TSP proposes deepening the channel along this reach from 41.5 feet to a depth of 46.5 feet. While the as-built plans of the tunnel indicate that the top of the tunnel is only 45 feet below the water surface, hydrographic surveys by the USACE indicate that natural scouring of the channel bottom extends to 49 feet and have not exposed the tunnel. Therefore, no impacts are anticipated for the Washburn Tunnel. Finally, there are over 30 anomalies, representing shipwrecks or obstructions, identified by the NOAA within or adjacent to the proposed project area.

Based on the current information for the proposed construction and improvements, there is a potential to affect historic properties. Direct effects would consist of impacts from dredging activities related to channel deepening and widening that would occur if resources were not surveyed and recovered. If eligible terrestrial cultural resources are identified at sites near the channel shoreline where TSP improvements are planned, indirect effects such as the potential for erosion of shorelines from ship wakes to impact the resources would have to be evaluated, especially where widening or other improvements moves the shoreline closer to identified resources. The USACE recommends intensive cultural resources investigations to identify and evaluate any historic properties within proposed construction areas that have not been previously investigated. The USACE intends to execute a Programmatic Agreement (PA) to govern the scope of investigations, which will be determined in concert with the Texas SHPO and appropriate federally recognized Native American Tribes. A draft PA has been developed and provided for public and tribal review as Appendix N in the Draft Integrated Feasibility Report and Environmental Impact Statement. A compact disk of this report is enclosed.

We request your comments on the proposed undertaking and the potential to affect historic properties in compliance with Section 106 of the National Historic Preservation Act of 1966. Thank you for your cooperation in this review process. If you have any questions concerning the proposed project or if we can be of further assistance, please contact John A. Campbell at 409-766-3878, or by email at [John.A.Campbell@usace.army.mil](mailto:John.A.Campbell@usace.army.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "D. Sims", with a stylized flourish at the end.

Douglas E. Sims, RPA  
Chief, Environmental Compliance Branch

Enclosures





DEPARTMENT OF THE ARMY  
GALVESTON DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

August 28, 2017

Ms. Susan Nahwoosky  
Tribal Historic Preservation Officer  
The Comanche Nation of Oklahoma  
P.O. Box 908  
Lawton, OK 73502

Dear Ms. Nahwoosky:

The U.S. Army Corps of Engineers, Galveston District (USACE) has prepared a draft report on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and, more specifically, a tentatively selected plan (TSP) that includes: 1) deepening the HSC from the existing 41.5-foot depth to 46.5 feet between Boggy Bayou and Sims Bayou; 2) deepening the HSC from the existing 37.5-foot depth to 41.5 feet between Sims Bayou and the Main Turning Basin; and 3) widening the channel in selected areas of the HSC, Bayport Ship Channel, and the Barbour's Cut Channel. A more detailed description of the TSP is provided in the draft report. Maps of the study area and TSP are enclosed as Figures 1 and 2 (Enclosures).

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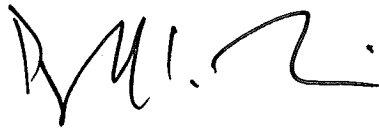
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Sincerely,

A handwritten signature in black ink, appearing to read 'D. Sims', with a stylized flourish at the end.

Douglas E. Sims, RPA  
Chief, Environmental Compliance Branch

Enclosures

# COMANCHE NATION



Department of the Army  
ATT: Douglas Sims, RPA  
Galveston District, Corps of Engineers  
PO Box 1229  
Galveston, TX 77553-1229

October 9, 2017

**RE: Houston Ship Channel Expansion Channel Improvement Project (HSC ECI) in Harris, Chambers, and Galveston Counties, TX.**

Dear Mr. Sims,

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of “*No Properties*” have been identified. (IAW 36 CFR 800.4(d)(1)).

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office. Please contact the Comanche Nation Tribal Historical Preservation Office at (580) 595-9618, if you require additional information on this project.

Best Regards,

*Martina Callahan*

Comanche Nation Historic Preservation Office  
Martina Callahan, Tribal Historic Preservation Officer  
#6 SW “D” Avenue, Suite C  
Lawton, OK. 73501  
[martinac@comanchnation.com](mailto:martinac@comanchnation.com)  
(580) 595-9618/Fax (580) 595-9733



DEPARTMENT OF THE ARMY  
GALVESTON DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

August 28, 2017

Dr. Linda Langley  
Coushatta Tribe of Louisiana  
Tribal Historic Preservation Officer  
1940 C.C. Bel Road  
Elton, LA 70532

Dear Dear Dr. Langley:

The U.S. Army Corps of Engineers, Galveston District (USACE) has prepared a draft report on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and, more specifically, a tentatively selected plan (TSP) that includes: 1) deepening the HSC from the existing 41.5-foot depth to 46.5 feet between Boggy Bayou and Sims Bayou; 2) deepening the HSC from the existing 37.5-foot depth to 41.5 feet between Sims Bayou and the Main Turning Basin; and 3) widening the channel in selected areas of the HSC, Bayport Ship Channel, and the Barbour's Cut Channel. A more detailed description of the TSP is provided in the draft report. Maps of the study area and TSP are enclosed as Figures 1 and 2 (Enclosures).

All of the areas of potential impact within the TSP are located in a marine setting and therefore there is a potential for impacts to submerged cultural resources and sites located on the shoreline adjacent to the ship channel. While this project will eventually include dredged material placement areas for new construction and maintenance, as well as potential mitigation sites that could potentially impact terrestrial cultural resources, these areas have not yet been identified.

There are 12 previously recorded archeological sites, one National Register property (Washburn Tunnel), and one National Historic Landmark (San Jacinto Battlefield) that occur within or adjacent to the proposed project area. Seven of these sites (41HR680, 685, 831, 832, 1168, 1169, and 41CH372) have been previously investigated and determined to be not eligible for inclusion in the National Register of Historic Places (NRHP). Another site, 41GV151, the wreck of USS *Westfield*, was determined eligible for inclusion in the NRHP, but the site was investigated and mitigated for impacts as part of the Texas City Channel Improvement project. The remaining four sites are all terrestrial sites located on the shoreline and include prehistoric open campsites (41HR140 and 808), a possible historic age town site (41HR526), and the potential site

of the Harrisburg Depot (41HR623). None of these four sites have been evaluated for NRHP eligibility.

The San Jacinto Battlefield is located just to the south of the project area and there are no direct impacts proposed within the boundaries of the battlefield. Additionally, the shoreline of the battlefield has been reinforced with bulkheads or armoring to control shoreline erosion. The Washburn Tunnel is the only NRHP property within the TSP and is located within the reach between Boggy Bayou and Sims Bayou. The tunnel was constructed in 1950 and listed on the NRHP in April 2008. The TSP proposes deepening the channel along this reach from 41.5 feet to a depth of 46.5 feet. While the as-built plans of the tunnel indicate that the top of the tunnel is only 45 feet below the water surface, hydrographic surveys by the USACE indicate that natural scouring of the channel bottom extends to 49 feet and have not exposed the tunnel. Therefore, no impacts are anticipated for the Washburn Tunnel. Finally, there are over 30 anomalies, representing shipwrecks or obstructions, identified by the NOAA within or adjacent to the proposed project area.

Based on the current information for the proposed construction and improvements, there is a potential to affect historic properties. Direct effects would consist of impacts from dredging activities related to channel deepening and widening that would occur if resources were not surveyed and recovered. If eligible terrestrial cultural resources are identified at sites near the channel shoreline where TSP improvements are planned, indirect effects such as the potential for erosion of shorelines from ship wakes to impact the resources would have to be evaluated, especially where widening or other improvements moves the shoreline closer to identified resources. The USACE recommends intensive cultural resources investigations to identify and evaluate any historic properties within proposed construction areas that have not been previously investigated. The USACE intends to execute a Programmatic Agreement (PA) to govern the scope of investigations, which will be determined in concert with the Texas SHPO and appropriate federally recognized Native American Tribes. A draft PA has been developed and provided for public and tribal review as Appendix N in the Draft Integrated Feasibility Report and Environmental Impact Statement. A compact disk of this report is enclosed.

We request your comments on the proposed undertaking and the potential to affect historic properties in compliance with Section 106 of the National Historic Preservation Act of 1966. Thank you for your cooperation in this review process. If you have any questions concerning the proposed project or if we can be of further assistance, please contact John A. Campbell at 409-766-3878, or by email at [John.A.Campbell@usace.army.mil](mailto:John.A.Campbell@usace.army.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "D. Sims", with a stylized flourish at the end.

Douglas E. Sims, RPA  
Chief, Environmental Compliance Branch

Enclosures



DEPARTMENT OF THE ARMY  
GALVESTON DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

August 28, 2017

Ms. Holly Houghton  
Mescalero Apache Tribe for Lipan  
Tribal Historic Preservation Officer  
P.O. Box 227  
Mescalero, NM 88340

Dear Dear Ms. Houghton:

The U.S. Army Corps of Engineers, Galveston District (USACE) has prepared a draft report on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and, more specifically, a tentatively selected plan (TSP) that includes: 1) deepening the HSC from the existing 41.5-foot depth to 46.5 feet between Boggy Bayou and Sims Bayou; 2) deepening the HSC from the existing 37.5-foot depth to 41.5 feet between Sims Bayou and the Main Turning Basin; and 3) widening the channel in selected areas of the HSC, Bayport Ship Channel, and the Barbour's Cut Channel. A more detailed description of the TSP is provided in the draft report. Maps of the study area and TSP are enclosed as Figures 1 and 2 (Enclosures).

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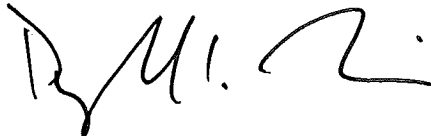
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Sincerely,

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Douglas E. Sims, RPA  
Chief, Environmental Compliance Branch

Enclosures



DEPARTMENT OF THE ARMY  
GALVESTON DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

August 28, 2017

Ms. Miranda Allen  
Tonkawa Tribe of Indians of Oklahoma  
1 Rush Buffalo Road  
Tonkawa, OK 74653

Dear Dear Ms. Allen:

The U.S. Army Corps of Engineers, Galveston District (USACE) has prepared a draft report on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and, more specifically, a tentatively selected plan (TSP) that includes: 1) deepening the HSC from the existing 41.5-foot depth to 46.5 feet between Boggy Bayou and Sims Bayou; 2) deepening the HSC from the existing 37.5-foot depth to 41.5 feet between Sims Bayou and the Main Turning Basin; and 3) widening the channel in selected areas of the HSC, Bayport Ship Channel, and the Barbour's Cut Channel. A more detailed description of the TSP is provided in the draft report. Maps of the study area and TSP are enclosed as Figures 1 and 2 (Enclosures).

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Sincerely,

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Douglas E. Sims, RPA  
Chief, Environmental Compliance Branch

Enclosures



DEPARTMENT OF THE ARMY  
U. S. ARMY CORPS OF ENGINEERS, GALVESTON DISTRICT  
P. O. BOX 1229  
GALVESTON, TEXAS 77553-1229

January 27, 2020

Mr. Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
P.O. Box 12276  
Austin, TX 78711-2276

Dear Mr. Wolfe:

The U.S. Army Corps of Engineers, Galveston District (USACE) is preparing an Integrated Feasibility Report and Environmental Impact Statement (EIS) on the feasibility and environmental suitability of the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas. The study is being performed under the standing authority of Section 216 of the Flood Control Act of 1970 Public Law 91-611, as amended. The study identified several alternatives for the HSC ECIP in the study area and a recommended plan that was coordinated with your office in a letter dated August 28, 2017.

As part of the EIS, the USACE is using the existing 1988 Programmatic Agreement (PA) (Enclosed) to document compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The USACE intends to execute a new PA for all navigation projects within the Galveston District during the USACE's Pre-Construction, Engineering and Design Phase. Once this new PA is executed, it will replace the existing 1988 agreement. The new Galveston District PA for Navigation Projects will be developed in consultation with your office, the Advisory Council on Historic Preservation, Tribal Nations, and the public. This new PA will be executed by the USACE no later than two years from the signed EIS Record of Decision. This commitment will be documented in the EIS.

We request your concurrence with this proposal to use the existing 1988 PA until execution of the new Galveston District PA for Navigation Projects. Thank you for your cooperation in this review process. If you have any questions concerning the proposed project or if we can be of further assistance, please contact John A. Campbell, Archeologist, Environmental Branch, Regional Planning and Environmental Center at 409-766-3878.

Sincerely,

A handwritten signature in black ink that reads "Amanda M. McGuire".

Amanda M. McGuire  
Chief, Environmental Branch  
Regional Planning and Environmental Center

Enclosure