



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

**Galveston District
Southwestern Division**

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

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

APPENDIX E

PUBLIC COORDINATION

NOVEMBER 2019



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

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

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

APPENDIX E

PUBLIC COORDINATION:

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**Attachment 2: Draft Integrated Feasibility Report and EIS Public
Meeting Summary Report**

**Attachment 3: Comments and Responses on the Draft Integrated
Feasibility Report and EIS**

NOVEMBER 2019

ATTACHMENT 1

PUBLIC SCOPING MEETING SUMMARY REPORT

***Houston Ship Channel
Expansion Channel Improvement Project Public
Scoping Meeting Summary Report***

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Sepulveda

1.0 INTRODUCTION

On May 17 and 19, 2016, public scoping meetings were held to provide the public with information about the preparation of a Draft Environmental Impact Statement (DEIS) and concurrent U.S. Army Corps of Engineers (USACE) Feasibility Study, the proposed Project, how the public can participate in the process, and gather information regarding public questions, concerns, and issues regarding the proposed Project. Further information regarding the public scoping meetings is detailed below.

1.1 PROJECT BACKGROUND

The Environmental Impact Statement (EIS) and Feasibility Study for the proposed Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP) are intended to identify and evaluate a combination of modifications to improve the efficiency and safety of the Houston Ship Channel.

The USACE is leading this study in collaboration with the non-Federal sponsor, the Port of Houston Authority. The Corps leads the development of the EIS and their own Feasibility Study. The EIS preparation and Feasibility Study will be conducted concurrently to result in a single integrated Feasibility Study and EIS document.

In March 2016, a *Notice of Intent to Prepare a Draft Environmental Impact Statement for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas* was published in the Federal Register.

The study will focus on the feasibility of improving navigation on the 52-mile-long Houston Ship Channel. In general, the entire ship channel will be evaluated; however, this study does not include deepening of the channel beyond 45 feet.

Currently, the channel's authorized dimensions vary:

- From the Main Turning Basin to Sims Bayou, the channel is 36 feet deep and 300 feet wide.
- Between Sims Bayou and Boggy Bayou, the channel is 40 feet deep and 300 feet wide.
- From Boggy Bayou to Bolivar Roads the channel is 45 feet deep and 530 feet wide.

The study focus will include deepening and widening opportunities from Boggy Bayou to the Main Turning Basin; improvements to side channels, the Bayport Ship Channel and the Barbour's Cut Channel; and enhancements to the Galveston Bay Reach safety and efficiency.

For this study effort, the ship channel has been divided into six segments:

- The Main Turning Basin to the I-610 Bridge
- The I-610 Bridge to Sims Bayou
- Sims Bayou near the Washburn Tunnel to Boggy Bayou
- The Bayport Channel
- The Barbour's Cut Channel
- The Bay Reach

The study has several objectives:

- Investigate improving deep-draft navigation efficiency to accommodate current and future, larger vessels
- Evaluate ways to reduce vessel traffic delays
- Increase channel safety
- Establish environmentally suitable placement areas for dredged materials

To meet these objectives, the study may consider any of the following structural methods:

- Deepening and widening of the existing channel
- Passing lanes to improve two-way traffic in hot spots
- New turning basins
- Jetty structures for shoaling reduction
- Bend easings or turning improvements
- Reevaluation of channel modifications approved and conducted under other study authorities
- Harbor and anchorage of refuge for vessels to reduce vessel traffic
- Dredge material placement for the 50-year period of analysis
- Beneficial use of dredged material where feasible

2.0 PUBLIC SCOPING MEETING PROCESS SUMMARY

The overall public scoping meeting process consisted of the following elements:

- Publishing a *Notice of Intent to Prepare a Draft Environmental Impact Statement for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas* in the Federal Register
- Distributing a public notice announcing the upcoming public scoping meeting and its location to newspapers
- Distributing public notices by mail to federal, state, and other government agencies and officials, and other interested parties
- Maintaining a website that describes the proposed project and lists public notices and opportunities for the public to participate in the preparation of the DEIS and concurrent Feasibility Study
- Holding an interagency workshop with state and federal agencies to discuss problems and opportunities related to the project
- Holding two public scoping meetings to provide the public with information about the preparation of a Draft DEIS and concurrent USACE Feasibility Study, the proposed Project, how the public may participate in the process, and gather information regarding public questions, concerns, and issues regarding the proposed project
- Reviewing and considering all comments received during the comment period, and those received after the comment period to the extent practicable
- Publishing the public scoping meeting summary on the project website (www.swg.usace.army.mil/Missions/Projects/Houston-Ship-Channel-Expansion/).

3.0 PUBLIC NOTIFICATIONS

Notifications were made available to the public through published notices and on the Houston Ship Channel 45-Foot Expansion Channel Improvement Project website.

3.1 NOTICE OF INTENT

The *Intent to Prepare a Draft Environmental Impact Statement for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP), Harris and Chambers Counties, Texas* was prepared by the USACE and published in the Federal Register, Volume 81, No. 60, on Tuesday, March 29, 2016. The Federal Register notice is included in **Appendix A**.

3.2 ADVERTISING

Legal notices were published in English in the *Houston Chronicle*, and Spanish notices were published in *La Voz* announcing the date, time, location, purpose of the public scoping meeting, and the opportunity for hearing impaired or language translation services if requested. Affidavits of publication and copies of the legal notices are included in **Appendix B**.

Newspaper	Date of Publication
<i>Houston Chronicle</i>	April 22, 2016
<i>La Voz</i>	May 1, 2016
<i>Houston Chronicle</i>	May 6, 2016
<i>La Voz</i>	May 8, 2016

3.3 NEWSLETTER

The first edition of the EIS and Feasibility Study project newsletter (**Appendix H**) was distributed at the public scoping meetings on May 17 and 19, 2016. The newsletter included a description of the proposed project, project background information, the purpose and need for the proposed project, information about the National Environmental Policy Act (NEPA) and concurrent Feasibility Study process, directions on how to submit written comments, and encouraged the recipients to offer their comments.

3.4 WEBSITE

The USACE maintains a Houston Ship Channel 45-Foot Expansion Channel Improvement Project website (www.swg.usace.army.mil/Missions/Projects/Houston-Ship-Channel-Expansion/) that contains project information, public notices, an informational video, and study status. The website provides members of the public the opportunity submit comments during comment periods.

3.5 OTHER PUBLIC INFORMATION

The USACE issued a news release on April 19, 2016. This was made available on the USACE Galveston District website and it was distributed by the Galveston District Public Affairs Office. The news release included a description of the project, as well as information about the public scoping meetings including date, time, location, and the opportunity for hearing impaired or language translation services if requested. The news release is included in **Appendix D**.

4.0 INTERAGENCY MEETING

The interagency workshop took place on May 3, 2016, from 1:00 to 4:00 p.m., at the USACE Galveston District Headquarters, 2000 Fort Point Road, Galveston, Texas. The purpose of the workshop was to gain early agency stakeholder input as recommended by ER 1105-2-100 on the problems and opportunities related to improving deep draft navigation in the planned reaches of the Houston Ship Channel.

Letters inviting stakeholder agencies to participate as cooperating agencies were distributed on April 19, 2016. Copies of the letters are included in **Appendix E**.

5.0 GOVERNMENT AND TRIBAL CONSULTATIONS

A total of 175 formal letters to local, state, and federal elected officials were distributed on April 26, 2016. Copies of the letters are included in **Appendix F**.

Six tribal consultation letters were distributed on April 19, 2016, and Texas tribes were invited to participate in the interagency meeting. Copies of the letters are included in **Appendix F**.

6.0 PUBLIC SCOPING MEETINGS

The public scoping meetings took place on Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.

The public scoping meetings were held in an open house style. Upon arrival, attendees were asked to complete an attendee card and were provided with the first edition of the project newsletter and a written comment form. A total of 11 people completed attendee cards. Copies of the completed attendee cards can be found in **Appendix G**, and collateral and display materials can be found in **Appendix H and Appendix I**.

Attendees were invited to view a narrated informational presentation and informational display stations around the room and discuss the proposed project with project representatives from USACE, the Port of Houston Authority, and AECOM. Display stations provided project background information and information about the NEPA and concurrent Feasibility Study process. The project information video presentation was approximately nine minutes in length and was played on a loop during the open house. A narration script is included in **Appendix H**. Project representatives were available to answer questions and have one-on-one dialogue with scoping meeting attendees. Copies of display materials can be found in **Appendix I**, and photographs of the scoping meeting can be found in **Appendix J**.

During the open house, the public was invited to engage project team members in discussion about problems and opportunities and ask questions. Attendees were invited to submit their comments in writing at the scoping meeting or at any time during the comment period via mail, e-mail, or the project website.

6.1 **PUBLIC SCOPING MEETING COMMENTS RECEIVED**

Two written comments were received at the scoping meetings. Several verbal comments were received in verbal discussions by members of the project team. Written comments received at the scoping meeting and throughout the commenting period will be incorporated into the DEIS, as appropriate. Copies of written comments received are included in **Appendix K**. A summary of additional, verbal feedback received during the scoping meeting is attached in **Appendix K**.

USACE accepts and considers all comments throughout the NEPA process; however, those submitted after May 26, 2016, may not be represented in the DEIS.

Appendix A

Federal Register Notice of Intent

and Response Office Request for SAPRO's Assistance" and DD Form 2985-1 "Military Feedback Form"; OMB Control Number 0704-XXXX.

Needs and Uses: The information collection requirement is necessary to facilitate a timely response and appropriate resolution to inquiries from DoD sexual assault victims/survivors, support personnel and others. Collection of this information promotes victim recovery.

Affected Public: Individuals or Households.

Annual Burden Hours: 15.

Number of Respondents: 30.

Responses per Respondent: 1.

Annual Responses: 30.

Average Burden per Response: 30 minutes.

Frequency: On occasion.

This information collection is used to support victims and survivors of sexual assault in their recovery and to maintain a database of inquiries that documents the nature and status of inquiries in order to provide adequate follow-up services and inform sexual assault prevention and response program and policy improvements.

Dated: March 24, 2016.

Aaron Siegel,

Alternate OSD Federal Register Liaison Officer, Department of Defense.

[FR Doc. 2016-07029 Filed 3-28-16; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP), Harris and Chambers Counties, Texas

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers (USACE) intends to prepare an environmental impact statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP), Harris and Chambers Counties, Texas.

This study will identify and evaluate a combination of modifications to the HSC to improve the efficiency and safety of the HSC system. A 905(b) report recommending a cost shared feasibility-level study was approved on September 22, 2015.

DATES: See **SUPPLEMENTARY INFORMATION** section for scoping meeting dates.

FOR FURTHER INFORMATION CONTACT:

Questions concerning the draft EIS should be addressed to Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; or by email: tammy.h.gilmore@usace.army.mil.

SUPPLEMENTARY INFORMATION:

1. **Authority.** Public Law 91-611; Title II—Flood Control Act of 1970, Section 216 dated December 31, 1970. The study is being performed in response to the standing authority of Section 216 of the Flood Control Act of 1970, as amended.

2. **Proposed Action.** In general, the entire HSC will be evaluated for up to date current and projected vessel size and traffic. The study focus will include deepening and widening opportunities of the upper reach of the HSC referred to as Boggy Bayou to the Main Turning Basin; improvements to side channels, Bayport Ship Channel and Barbour's Cut Channel; and Galveston Bay Reach safety and efficiency enhancements. Details of the study include the following 5 separable elements:

HSC—Boggy Bayou to I-610 Bridge: This analysis would evaluate deepening and widening the 8-mile portion of the HSC from Boggy Bayou to the Interstate 610 Bridge (mile 40 to mile 48) to a depth beyond the existing 40 feet (Boggy Bayou to Sims Bayou) and a width greater than the existing 300 feet (in 50-foot increments) and possibly improvements to turning basin and mooring areas.

HSC—I-610 Bridge to Main Turning Basin: This analysis would evaluate the deepening and widening of the 4-mile portion of the HSC from the Interstate I-610 Bridge to the Main Turning Basin (mile 48 to mile 52) to a depth beyond the existing 36 feet (in 2-foot increments), a new turning basin near Brays Bayou, and revisit dimensions of existing turning basins and mooring areas.

Bayport Ship Channel: The 4.1 mile long Bayport Ship Channel is currently authorized to a depth of 40 feet. The Port of Houston Authority (PHA) has the authority under 33 U.S.C. Section 408 to deepen the channel to 45 feet and widen the bay portions of the channel 100 feet and widen the constricted portion of the channel within the land cut 50 feet. This analysis would evaluate whether to include the PHA's channel deepening for Federal authorization. The analysis would also evaluate widening to a width greater than 350 feet (25-foot increments). Other opportunities in this area are to evaluate the need for open water turning basin, and adding jetty/

structures for minimizing shoaling and flare improvements.

Barbours Cut Channel: The 1.1 mile long Barbours' Cut Channel is currently authorized to a depth of 40 feet. The PHA has the authority, under 33 U.S.C. Section 408, to deepen the channel to 45 feet. This analysis would evaluate whether to include the PHA's channel deepening for Federal authorization. The analysis would also evaluate widening to a width greater than 300 feet (25-foot increments). Other opportunities in this area are to evaluate the need for open water turning basin and flare improvements.

Bay-reach safety and efficiency enhancements: This analysis would evaluate whether to construct an anchorage basin in or near Galveston Bay, the need of selectively widening the existing 530 feet wide HSC to develop passing lanes or improved vessel meeting opportunities; evaluate improvements to channel turns and bends; and evaluate the depth of the existing barge lanes.

3. **Public Involvement.** Public involvement, an essential part of the NEPA process, is integral to assessing the environmental consequences of the proposed action and improving the quality of the environmental decision making. The public includes affected and interested Federal, state, and local agencies, Indian tribes, concerned citizens, stakeholders, and other interested parties. Public participation in the EIS process will be strongly encouraged, both formally and informally, to enhance the probability of a more technically accurate, economically feasible, and socially acceptable EIS. Public involvement will include, but is not limited to: Information dissemination; identification of problems, needs and opportunities; idea generation; public education; problem solving; providing feedback on proposals; evaluation of alternatives; conflict resolution; public and scoping notices and meetings; public, stakeholder and advisory groups consultation and meetings; and making the EIS and supporting information readily available in conveniently located places, such as libraries and on the world wide web.

4. **Scoping.** Scoping, an early and open process for identifying the scope of significant issues related to the proposed action to be addressed in the EIS, will be used to: (a) Identify the affected public and agency concerns; (b) facilitate an efficient EIS preparation process; (c) define the issues and alternatives that will be examined in detail in the EIS; and (d) save time in the overall process by helping to ensure

that the draft EIS adequately addresses relevant issues. A Scoping Meeting Notice announcing the locations, dates and times for scoping meetings is anticipated to be posted on the PHA and U.S. Army Corps of Engineers Web sites and published in the local newspaper in April 2016.

5. *Coordination.* The USACE and the U.S. Fish and Wildlife Service (USFWS) have formally committed to work together to conserve, protect, and restore fish and wildlife resources while ensuring environmental sustainability of our Nation's water resources under the January 22, 2003, Partnership Agreement for Water Resources and Fish and Wildlife. The USFWS will provide a Fish and Wildlife Coordination Act Report. Coordination will be maintained with the USFWS, the National Marine Fisheries Service (NMFS) and the Texas Park and Wildlife Department (TPWD) regarding threatened and endangered species under their respective jurisdictional responsibilities. Coordination will be maintained with the NMFS regarding essential fish habitat. Coordination will be maintained with the U.S. Environmental Protection Agency concerning compliance with Executive Order 12898, "Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations." Coordination will be maintained with the Advisory Counsel on Historic Preservation and the State Historic Preservation Office. Coordination will be maintained with the U.S. Coast Guard (USCG) to assure no interruption with navigation. Coordination will be maintained with the Texas Department of Transportation (TXDOT) to assure limited interruption to highway traffic. The Texas Commission on Environmental Quality (TCEQ) will be coordinated with to obtain Water Quality Certification. The Texas General Land Office (GLO) will be coordinated with on coastal management.

5. *Availability of Draft EIS.* The earliest that the draft EIS will be available for public review would be in 2017. The draft EIS or a notice of availability will be distributed to affected Federal, state, and local agencies, Indian tribes, and other interested parties.

Dated: March 21, 2016.

Richard P. Pannell,

Colonel, U.S. Army, Commanding.

[FR Doc. 2016-07061 Filed 3-28-16; 8:45 am]

BILLING CODE 3720-58-P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Meeting of the Chief of Engineers Environmental Advisory Board

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of open Federal advisory committee meeting.

SUMMARY: The Department of the Army is publishing this notice to announce the following Federal advisory committee meeting of the Chief of Engineers, Environmental Advisory Board (EAB). This meeting is open to the public. For additional information about the EAB, please visit the committee's Web site at <http://www.usace.army.mil/Missions/Environmental/EnvironmentalAdvisoryBoard.aspx>.

DATES: The meeting will be held from 9 a.m. to 12 p.m. on April 27, 2016. Public registration will begin at 8:30 a.m.

ADDRESSES: The EAB meeting will be conducted at The Residence Inn Washington, DC Downtown, located at 1199 Vermont Avenue NW., Washington, DC 20005, (202) 898-1100.

FOR FURTHER INFORMATION CONTACT: Ms. Mindy M. Simmons, the Designated Federal Officer (DFO) for the committee, in writing at U.S. Army Corps of Engineers, ATTN: CECW-P, 441 G St. NW.; Washington, DC 20314; by telephone at 202-761-4127; and by email at Mindy.M.Simmons@usace.army.mil. Alternatively, contact Ms. Anne Cann, the Alternate Designated Federal Officer (ADFO), in writing at the Institute for Water Resources, U.S. Army Corps of Engineers, ATTN: CEIWR-GW, 7701 Telegraph Road, Casey Building, Alexandria, VA 22315-3868; by telephone at 703-428-7166; and by email at Anne.R.Cann@usace.army.mil.

SUPPLEMENTARY INFORMATION: The committee meeting is being held under the provisions of the Federal Advisory Committee Act of 1972 (5 U.S.C., Appendix, as amended), the Government in the Sunshine Act of 1976 (5 U.S.C. 552b, as amended), and 41 CFR 102-3.150.

Purpose of the Meeting: The EAB will advise the Chief of Engineers on environmental policy, identification and resolution of environmental issues and missions, and addressing challenges, problems, and opportunities in an environmentally responsible manner. The EAB is interested in written and verbal comments from the public relevant to these purposes.

Proposed Agenda: At this meeting the agenda will include discussions and presentations on ongoing work plan efforts including: ecosystem restoration project prioritization criteria, ecosystem goods and services, and aging infrastructure and aquatic ecosystem integrity. The EAB will also discuss modifications to their work plan. The EAB will also hear presentations from the U.S. Army Corps of Engineers on its sustainability and resilience programs.

Availability of Materials for the Meeting. A copy of the agenda or any updates to the agenda for the April 27, 2016 meeting will be available at the meeting. The final version will be provided at the meeting. All materials will be posted to the Web site after the meeting.

Public Accessibility to the Meeting: Pursuant to 5 U.S.C. 552b, as amended, and 41 CFR 102-3.140 through 102-3.165, and subject to the availability of space, this meeting is open to the public. Registration of members of the public who wish to attend the meeting will begin at 8:30 a.m. on the day of the meeting. Seating is limited and is on a first-to-arrive basis. Attendees will be asked to provide their name, title, affiliation, and contact information to include email address and daytime telephone number at registration. Any interested person may attend the meeting, file written comments or statements with the committee, or make verbal comments from the floor during the public meeting, at the times, and in the manner, permitted by the committee, as set forth below.

Special Accommodations: The meeting venue is fully handicap accessible, with wheelchair access. Individuals requiring special accommodations to access the public meeting or seeking additional information about public access procedures, should contact Ms. Simmons, the committee DFO, or Ms. Cann, the ADFO, at the email addresses or telephone numbers listed in the **FOR FURTHER INFORMATION CONTACT** section, at least five (5) business days prior to the meeting so that appropriate arrangements can be made.

Written Comments or Statements: Pursuant to 41 CFR 102-3.105(j) and 102-3.140 and section 10(a)(3) of the Federal Advisory Committee Act, the public or interested organizations may submit written comments or statements to the EAB about its mission and/or the topics to be addressed in this public meeting. Written comments or statements should be submitted to Ms. Simmons, the committee DFO, or Ms. Cann, the committee ADFO, via electronic mail, the preferred mode of

Appendix B

Public Notice



REPLY TO
ATTENTION OF:

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

NOTICE OF PUBLIC SCOPING MEETINGS

Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP) Harris, Chambers, and Galveston Counties, Texas

INITIATION OF STUDY AND STATUS. On March 29, 2016, the U.S. Army Corps of Engineers (USACE) published a notice of intent to prepare an Environmental Impact Statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP) in Harris, Chambers, and Galveston Counties, Texas, which will study the feasibility of improvements to the HSC. This study will identify and evaluate a combination of modifications to the HSC to improve the navigation efficiency and safety of the HSC system. A 905(b) report recommending a cost shared feasibility- level study in accordance with the Planning Guidance Notebook (ER 1105-2-100) was approved on September 22, 2015.

FOCUS OF STUDY. The study will focus on examining the feasibility of improving navigation on the HSC. The study area encompasses the HSC and surrounding region. The HSC extends from Bolivar Roads at the mouth of Galveston Bay and up Buffalo Bayou, ending four miles east of downtown Houston at the Turning Basin Terminal. The proposed study area is located in Harris, Chambers, and Galveston Counties, Texas, which includes the extent of the HSC. In general, the entire HSC will be evaluated for up to date current and projected vessel size and traffic. The study focus will include deepening and widening opportunities of the upper reach of the HSC referred to as Boggy Bayou (downstream of the Sam Houston Toll Road) to the Main Turning Basin at the terminus of Buffalo Bayou, currently at depths of 36 and 45 feet; improvements to side channels, Bayport Ship Channel and Barbour's Cut Channel; and Galveston Bay Reach safety and efficiency enhancements. This study does not include deepening of the HSC beyond 45 feet. It is the USACE's intent to integrate the feasibility study (FS) and environmental impact statement (EIS) processes to result in a single FS/EIS report as a result of the study.

INITIAL SCOPING MEETINGS. Two public scoping meetings will be held on May 17 and 19, 2016, at the following locations.

**Tuesday, May 17, 2016
5:30 p.m. to 8:00 p.m. Houston
Community College Northeast
Campus
555 Community College Drive
Houston, TX 77013**

**Thursday, May 19, 2016
5:30 p.m. to 8:00 p.m.
Sylvan Beach Pavilion
1 Sylvan Beach Dr.
La Porte, TX 77571**

All interested persons are invited to attend. The purpose of these scoping meetings is to inform the public about the proposed study, the EIS and Federal FS processes, and to solicit their input and views on the issues and concerns to be addressed in the proposed study and assessment of environmental impacts. The USACE encourages full public participation to promote open communication on the issues surrounding the study. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged.

Public involvement, an essential part of the National Environmental Policy Act (NEPA) Federal Feasibility study processes, is integral to assessing the environmental consequences of the proposed action, and improving the quality of the environmental and feasibility study decision making. The USACE will use this meeting to receive citizens' ideas on the significant issues and impacts to be addressed in the analysis of environmental impacts, to help define the scope of the study. The USACE also specifically seeks the public's input on the problems, opportunities, and potential alternatives that navigation improvements can address. All public comments received will be considered in the draft FS/EIS pursuant to NEPA and USACE regulations. Comments will also be used to help determine the overall public interest of the proposed project.

The meeting format will be an open house, and no formal presentation will be made. Informational displays about proposed project will be available for public review, and USACE representatives will be present to answer questions and discuss the proposed project. Written comments will be accepted at the scoping meeting.

The public scoping meeting will be conducted in English, and meeting materials will be provided in English and Spanish. Spanish language interpreters will be available to assist with translation. Those in need of additional language interpreters should contact the USACE's Public Involvement consultant, Crouch Environmental Services (713) 868-1043, by Monday, May 9, 2016.

Written comments may be mailed to: Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267. Comments may also be submitted electronically to HSC-ECIP@usace.army.mil. All comments must be received or postmarked by May 26, 2016.

FOR FURTHER INFORMATION CONTACT: Questions concerning the draft EIS should be addressed to Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; or by email: HSC-ECIP@usace.army.mil. More information about the project may be found online here:

<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Edward Silvio

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LEGAL NOTICES

NOTICE OF PUBLIC SALE
On Friday, April 29, 2016, at 11 a.m. (Central Time), at 12010 Throckmold Road, Suite 100 Sugar Land, Texas 77478, EAST WEST BANK, successor in interest by merger to METROBANK, N.A., as Secured Party, will foreclose on a security interest in certain property owned by JNS Investment, Inc., which property is generally described as: All inventory, equipment, accounts (including but not limited to all promissory notes, letter-credit rights, letters of credit, documents, deposit accounts, investment property, money, other rights to payment and performance, and all other intangibles (including but not limited to all software and all payment instruments), all attachments, accessories, fittings, consumables, tools, parts, repairs, supplies, and all other goods relating to the foregoing property; all additions, replacements or substitutions for all or any part of the foregoing property; all insurance relating to the foregoing property; all records and data and embedded software relating to the foregoing property; and all equipment, inventory and software to utilize, create, maintain and process any such records, data and embedded software; and all supporting obligations relating to the foregoing property, all whether now owing or hereafter arising, whether now owned or hereafter acquired or whether now or hereafter owned or hereafter acquired in whole or in part, and all proceeds and proceeds (including but not limited to all insurance payments) relating to the foregoing property and wherever located; and other collateral. For additional information and arrangements for bidding or viewing contact Kevin E. Murray, Attorney, at 713-960-6430.

NOTICE OF PUBLIC SCOPING MEETINGS

Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC EICP)
Harris, Chambers, and Galveston Counties, Texas
INITIATION OF STUDY AND STATUS. On March 29, 2016, the U.S. Army of Engineers (USACE) published a notice of intent to prepare an Environmental Impact Statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC EICP) in Harris, Chambers, and Galveston Counties, Texas, which will study the feasibility of improvements to the HSC. This study will identify and evaluate a combination of modifications to the HSC to improve the navigation efficiency and safety of the HSC system. A 905(b) report recommending a cost-shared feasibility level study in accordance with the Planning Guidance Notebook (EP 1105-2-100) was approved on September 22, 2015.

FOCUS OF STUDY. The study will focus on examining the feasibility of improving navigation on the HSC. The study area encompasses the HSC and surrounding roads at the mouth of Galveston Bay and up Buffalo Bayou, extending inland miles east toward Houston at the Turning Basin Terminal. The proposed study area is located in Harris, Chambers, and Galveston Counties, Texas, which includes the extent of the HSC. In general, the entire HSC will be evaluated for up to date current and projected vessel size and traffic. The study focus will include deepening and widening portions of the upper reach of the HSC referred to as Bayou Bayou (downstream of the San Houston Toll Road) to the Main Turning Basin at the terminus of Buffalo Bayou, currently at depths of 36 and 45 feet; improvements to side channels, Bayport Ship Channel and Barbour's Cut Channel; and Galveston Bay Reach safety and efficiency enhancements. This study does not include deepening of the HSC beyond 45 feet. It is the USACE's intent to integrate the feasibility study (FS) and environmental impact statement (EIS) documents to result in a single FS/EIS report as a result of the study.

INITIAL SCOPING MEETINGS. Two public scoping meetings will be held on May 17 and 19, 2016, at the following locations:

- Tuesday, May 17, 2016**
8:00 a.m. to 4:00 p.m. Houston Community College Northeast Campus
655 Community College Drive
Houston, TX 77013
- Thursday, May 19, 2016**
8:00 a.m. to 4:00 p.m. Sylvan Beach Pavilion
1 Sylvan Beach Dr.
La Porte, TX 77571

All interested persons are invited to attend. The purpose of these scoping meetings is to inform the public about the proposed study, the EIS and Federal FS processes, and to solicit their input and views on the issues and concerns to be addressed in the proposed study and assessment of environmental impacts. The USACE encourages public participation to promote open communication on the issues surrounding the proposed project. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged.

Public involvement, an essential part of the National Environmental Policy Act (NEPA) Federal Feasibility study process, is integral to assessing the environmental consequences of the proposed action, and improving the quality of the environmental and feasibility study decision making. The USACE will use this meeting to receive citizens' ideas on the significant issues and impacts to be addressed in the analysis of environmental impacts, to help define the scope of the study. The USACE also specifically seeks the public's input on the problems, opportunities, and potential alternatives that navigation improvements can address. All public comments received will be considered in the draft FS/EIS pursuant to NEPA and other regulations. Comments will also be used to help determine the overall public interest of the proposed project.

The meeting format will be an open house, and no formal presentation will be made. Informational displays about proposed project will be available for public review, and USACE representatives will be present to answer questions and discuss the proposed project. Written comments will be accepted during the scoping meeting.

The public scoping meeting will be conducted in English, and meeting materials will be provided in English and Spanish. Spanish language interpreters will be available to assist with translation. Those in need of additional language interpreters should contact the USACE's Public Involvement Specialist, Crystal Environmental Services (713) 852-1043, by Monday, May 9, 2016.

Written comments may be mailed to: Ms. Tammy Gilmore, CEMVW-PON-CEP, P.O. Box 62027, New Orleans, LA 70160-0267. Comments may also be submitted electronically to HSC-EICP@usa.army.mil. All comments must be received or postmarked by May 26, 2016.

FOR FURTHER INFORMATION CONTACT: Questions concerning the draft EIS should be addressed to Ms. Tammy Gilmore, CEMVW-PON-CEP, P.O. Box 62027, New Orleans, LA 70160-0267; telephone (504) 862-1000; fax (504) 862-1583; or by email: HSC-EICP@usa.army.mil. More information about the project may be found online here:

<http://www.svw.usace.army.mil/Projects/Projects/HoustonShipChannelExpansion.aspx>

Comments on proposed amendments to CMAA

Holdings dba Star Ship Marina Commercial Coastal Easement located at 1200 - 1206 Farms-to-Market Road 2054 on Jarboe Bayou/Clear Lake in Kemah, Galveston County, Texas are invited. The project modifications include dredging 1,750 cubic yards and placing on site in upland construction of 46 fixed boat slips with wings under (2) covered boatlocks and (7) concrete. Plans may be obtained or reviewed by contacting Mr. Scott Monroe, P.O. Box 913, Seabrook, TX 77586, (281-591-9000). Comments should be directed to the Texas General Land Office, 11811 North 24 Street, La Porte, Texas 77571-4135 within 30 days of this notice.

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BUSINESS

EARNINGS

Google's stumble means its parent misses forecast

By David Streitfeld
NEW YORK TIMES

Google is in trouble with European regulators. Wall Street is not thrilled with it either.

The Silicon Valley company, which reorganized itself into a holding company called Alphabet last year, fell short of earnings and revenue forecasts Thursday when it reported first-quarter results.

Revenue was up 17 percent to \$20.26 billion. Net income was up 20 percent to \$4.2 billion, with earnings excluding certain items coming in at \$7.50 a share, compared with analyst expectations of \$7.96.

As soon as the news was out, the stock fell about 5 percent.

Cost per click

One culprit for the disappointing report: Aggregate cost per click, a crucial



CEO Larry Page is a controlling stockholder in Alphabet.

measure of Google's advertising business, fell 9 percent from 2015.

Nearly all of Alphabet's revenue and all its profits come from the core Google search and advertising business. Revenue from what the company calls "Other Bets" was \$166 million, more than double what it was in the first quarter of 2015. But losses for Other Bets rose to \$802 million from \$633 million.

Aside from the troubles in Europe — antitrust authorities there said this week that the company was unfairly using its Android mobile software to promote its products over those of rivals — the past

year has been generally sweet for Google fans.

The company brought in Ruth Porat from Morgan Stanley as chief financial officer, a sign it wanted to rein in spending. The results for the second quarter of 2015 offered evidence that the core advertising business was succeeding on mobile, igniting one of the largest one-day jumps in capitalization for a Nasdaq stock ever.

'Moonshot' distance

A reorganization in the fall that separated the core business from the ambitious "moonshots" was met with approval by investors and analysts.

Euphoria cannot last forever, though, and recently some headwinds have emerged. An inability to release new products has plagued an acquisition, the thermostat company Nest. Bought for \$3.2

billion in early 2014, Nest has struggled to expand its product line amid corporate infighting.

Cloud computing

Another question hanging over Google is its ventures in cloud computing. This is the growth market where Amazon is far ahead and Microsoft is mounting an aggressive challenge.

Google is far behind at No. 3, or perhaps even No. 4 after IBM, said John Rymer, an analyst at Forrester Research. Last fall, Google hired Diane Greene, an industry veteran, to run all of its cloud businesses.

CEO Larry Page can more easily brush off Wall Street pressure than most CEOs because he, fellow Google co-founder Sergey Brin and chairman Eric Schmidt are Alphabet's controlling shareholders, giving them the firepower to outvote everyone else.

TECHNOLOGY

Microsoft shows a fall in sales, profit despite its efforts at a turnaround

By Brandon Bailey
ASSOCIATED PRESS

SAN FRANCISCO — Microsoft reported a surprise drop in sales and profit for the first three months of the year, a sign the tech giant is still trying to find its way in the post-PC era.

Wall Street was expecting the company to show positive results from a series of changes that CEO Satya Nadella has been making. Instead, revenue for the January-March quarter fell 6 percent to \$20.5 billion, while profit plunged 25 percent to \$3.76 billion.

Thursday's report came as other industry stalwarts reported their own struggles with seismic shifts in the way people use technology.

On Monday, IBM reported its 16th consecutive quarter of revenue decline, as commercial customers abandon the once-standard model of buying programs to install on their own computers, and instead use more software online. A day later, Intel said it's cutting 12,000 jobs, as fewer people buy PCs that occur on about December 31, 2015, at which time the device was ready at or about Mile Marker 226 of the Mississippi River.

All persons asserting claims with respect to which the Verified Claimant seeks exoneration from or limitation of liability are advised and admonished to file their respective claims with:

Clerk of the Court, United States District Court, Southern District of Texas, Houston Division 515 Rusk Avenue Houston, Texas 77002

and to serve a copy thereof upon the attorneys for Limitation Petitioner:

Michael K. Eaves, Calvert Eaves Clarke & Stally, L.P. 2615 Calvert Avenue, Suite 1070 Beaumont, Texas 77702.

CLAIMANTS MUST DO SO ON OR BEFORE MAY 6, 2016, OR BE FOREVER BARRED.

Personal attendance is not required. Any claimant desiring to contest either the right to exoneration from and/or the right to limitation of liability shall file and serve an answer as required by Rule F of the Supplemental Rules for Certain Admiralty and Maritime Claims contained in the Federal Rules of Civil Procedure.

Respectfully submitted, CALVERT EAVES, CLARKE & STALLY, L.P., 2615 Calvert Avenue, Suite 1070 Beaumont, Texas 77702

Tel: (409) 832-8885 Fax: (409) 832-8886 Email: meaves@calvert-eaves.com

/s/ By: Michael K. Eaves, Attorney-in-Charge SBK 00297414 Southern District Bar No. 18764

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Microsoft, like other industry stalwarts, has had some struggles with seismic shifts in the way people use technology.

better. While sales of personal computers have been sliding for the past four years, Nadella has been working to make Microsoft less dependent on revenue from its flagship Windows operating system, used mostly on PCs.

Microsoft said revenue from Windows software licenses declined 2 percent during the quarter, after adjusting for currency fluctuations. That's better than the overall drop in PC shipments, which analysts at the Gartner research firm estimated at nearly 10 percent.

TRAVEL

Lower prices for fuel give a major lift to Southwest Airlines' quarterly profit

By David Koenig
ASSOCIATED PRESS

DALLAS — Southwest Airlines packed even more people on its planes, notched a record first-quarter profit of \$31 million, and said solid bookings have continued into April.

The Dallas carrier topped Wall Street expectations, and Southwest shares rose on Thursday while every other major U.S. airline stock fell.

Southwest has been adding flights and bigger planes, contributing to investor concern about fast growth leading to lower prices. Indeed, Southwest's average fare dipped 3 percent to \$153.75 each way.

Passenger traffic grew faster than Southwest added seats, however, and 80.5 percent of seats were filled on the average flight, a Southwest record for the first quarter in what is typically a weak time of year for travel.

CEO Gary Kelly said

But revenue from business software and Internet-based services, known as cloud computing, didn't grow as much as analysts expected.

In a few bright spots, the company said sales of its Surface tablet computers rose 56 percent to \$1.1 billion, while revenue from ads shown with results from its Bing search engine grew 55 percent to \$1.5 billion. After spending billions of dollars to develop Bing as a rival for Google's highly lucrative search business, Microsoft said the service started show-

ing a profit last fall. Some of that growth can be credited to Windows 10, which comes with a redesigned Web browser and Cortana, a Siri-like digital assistant. Both are designed to encourage more use of Bing.

Microsoft says Windows 10 is now running on more than 270 million machines, a healthy figure for software that was released only nine months ago. But some of that is the result of free upgrades offered to users of older Windows versions, rather than as software sales to PC makers.



Southwest Airlines jet takes off from a runway at Love Field in Dallas. Southwest reported a record first-quarter profit.

Revenue rose 9 percent to \$4.83 billion.

Kelly called it the best start that Southwest has had to a year in more than two decades.

Southwest spent \$852 million on fuel in the quarter and continued to get a break from lower oil prices. However, its fuel savings of 3 percent were slimmer than at other airlines because of hedging contracts, which act like insurance against an oil price spike. Southwest reported \$275 million in hedging losses, enough to boost its all-in cost of fuel from \$1.22 to

\$1.78 a gallon.

Labor is now easily Southwest's biggest expense, and that grew nearly 9 percent in the quarter, to \$1.4 billion. Southwest is in drawn-out negotiations with unions that could lead to higher labor expenses.

Southwest also announced that it will speed up the retirement of its oldest Boeing 737 models by one year to 2018. That way the old 737-300s will be gone before Southwest begins receiving the newest version of the plane, called the 737 Max, from Boeing.

L.M. Otero / Associated Press

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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Edward Silva

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 6th Day of May A.D. 2016



Veronica M Tyrone

Notary Public in and for the State of Texas

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

COUNTY OF HARRIS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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LaVoz	May 8 2016	Legal Notices	V 5

Edmund Silva

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 8th Day of May A.D. 2016



Veronica M. Tyrone

Notary Public in and for the State of Texas

Merecido premio para Kerr en la NBA

A pesar de la toda la emoción y pasión con las que indudablemente él vive el básquetbol, un juego de la NBA, para Steve Kerr, debe ser sólo eso, un juego, aunque se trate de un partido de playoffs o de una gran final.

Kerr, elegido el martes como el mejor entrenador de la temporada 2015/2016 después de guiar a los Warriors de Golden State al mejor récord de la historia, ha pasado por dos situaciones límite en su vida personal que lo han marcado a fuego para moldear su carácter dentro y fuera de la cancha.

Cuando tenía 18 años e iniciaba sus estudios en la Universidad de Arizona, y su exitosa carrera como jugador de los Wildcats en Tucson, su padre fue asesinado a balazos en la cabeza por un comando islámico. Era el presidente de la Universidad Americana de Beirut, donde Kerr nació hace 50 años. Se recuperó de ese golpe, se graduó de la universidad en 1988 y firmó su primer contrato como jugador profesional con los Suns de Phoenix.

En su exitosa carrera, también jugó para Cleveland, Orlando, Chicago, San Antonio y Portland. Integró los grandes equipos que hicieron historia para los Bulls, con Michael Jordan, y los Spurs. Con ellos ganó cinco títulos, pero además aprendió los secretos de parte de dos de los mejores maestros: Phil Jackson y Gregg Popovich.

Eso, sin dudas, moldeó su carrera como entrenador, que empezó con éxito al conquistar su sexto anillo, como DT novato, al frente de los Warriors en la temporada pasada.

Durante esos playoffs, Kerr sufrió la ruptura de un disco en la espalda. Fue operado en julio y perdió líquido cefalorraquídeo. Sufrió fuertes dolores de cabeza y su salud empeoró. Tuvo que volver a ser operado en septiembre y se ausentó en los primeros 43 partidos.

Golden State, que al cierre de esta edición aventajaba 3-1 a los Rockets en la primera ronda de los playoffs, terminó la temporada regular con marca de 73-9 y superó el récord de 72-10 de los Bulls de 1995-1996, equipo que integró Kerr.

En su ausencia, Luke Walton logró una impresionante marca de 39-4. Kerr, noble como pocos, dijo que esas victorias no le pertenecen y pidió que pasen a la foja de su asistente. Sin dudas, es un gran campeón, del juego y de la vida.

gfmoores@chron.com
Sigue a GFM en twitter:
@GermalfMoores

En Internet

Para seguir toda la información sobre los playoffs de la NBA, visita nuestro sitio web en lavozdehoustons.com



Christophe Simon / AFP/Getty Images

La pista de ciclismo para los Juegos de Río de Janeiro colapsó recientemente en un accidente en el que dos personas fallecieron y otra desapareció.

La lentitud de las obras, los problemas políticos y el virus del zika amenazan a Río 2016

Stephen Wade

AP

Hace dos años, un miembro del Comité Olímpico Internacional, John Coates, dijo que los preparativos para los Juegos Olímpicos de Río de Janeiro eran "los peores" de que tenía memoria.

Muchas cosas han cambiado desde entonces y cuando faltan 100 días para la justa, el 98% de las instalaciones que preocupaban a Coates están terminadas. La cadena televisiva estadounidense NBC, por su lado, ya ha generado más de 1.000 millones de dólares en publicidad y fijará récords para la justa.

El Parque Olímpico, en el exclusivo barrio subur-

bano de Barra de Tijuca, se ve espectacular. A las cámaras de televisión les encantarán las tomas aéreas sobre la playa de Copacabana o las vistas de Pan de Azúcar y la Bahía de Guanabara desde el Cristo Redentor.

Pero todavía persisten muchos problemas en los primeros juegos jamás hechos en América del Sur, que han sido los más caóticos en décadas.

La presidenta Dilma Rousseff está siendo sometida a un juicio político y es probable que esté suspendida cuando arranquen los juegos el 5 de agosto, consecuencia de la peor recesión que sufre Brasil en décadas, un desempleo del 10% y un escándalo de sobornos de 3.000 millones

de dólares de la petrolera estatal Petrobras.

El virus del zika, por otro lado, amenaza a atletas y turistas. Las ventas de entradas no han sido demasiado altas y unos 1.600 deportistas que competirán en pruebas de vela, remo, canotaje y natación en aguas abiertas quedarán expuestos al virus, que es transmitido por mosquitos.

La muerte de dos personas la semana pasada al desmoronarse una pista de ciclismo olímpico hizo que surjan dudas sobre la calidad de la construcción apresurada de las instalaciones para recuperar el tiempo perdido, ya que los trabajos comenzaron tarde.

Un informe del Ministerio del Trabajo, por otro lado, indicó el lunes que 11 trabajadores han muerto en incidentes relacionados con los juegos desde enero de 2013.

BREVES

Nadal, abanderado: Rafael Nadal (abajo) será abanderado de España en los Juegos de Río. El comité olímpico español hizo el anuncio al conmemorar los 100 días que faltan para la ceremonia inaugural del 5 de agosto en el estadio Maracanã. Nadal, dueño de 14 títulos en torneos del Grand Slam, ganó la medalla de oro en los Juegos de 2008 en Beijing y también compitió en los de 2004 en Atenas. El domingo venció a Kei Nishikori en la final de Barcelona e igualó la marca de 49 títulos sobre polvo de ladrillo.



Charles Krupa / AP



Elaine Thompson / AP

Astros, apabullados en Seattle: Robinson Cano (arriba) pegó un grand slam y remolcó seis carreras, Nathan Karns trabajó siete innings en blanco y los Marineros de Seattle derrotaron el martes por 11-1 a los Astros. El dominicano Cano alcanzó las 1.000 carreras remolcadas en su carrera con un sencillo de dos anotaciones en el quinto episodio y conectó un grand slam en el séptimo. Karns (2-1) admitió dos hits y ponchó a seis además de dar tres boletos. Dallas Keuchel (2-3) produjo seis innings con pelota de seis hits para cargar con

la derrota por Houston. El izquierdo permitió cinco carreras, ponchó a cinco y dio dos pasaportes.

Carl Lloyd sufre lesión de ligamentos: El Houston Dash confirmó que su estrella Carl Lloyd sufrió una lesión de ligamentos en su rodilla derecha en la derrota 1-3 del sábado frente al Pride en Orlando en la NWSL y anunció que el tiempo de rehabilitación para volver a jugar será de tres a seis semanas. Lloyd, seleccionada por la FIFA como la mejor futbolista del mundo en 2015, espera iniciar la selección de EE.UU. en los Juegos de Río.

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AVISO DE REUNIONES PÚBLICAS DE INVESTIGACIÓN

Proyecto de Mejoramiento y Ampliación del Canal de Navegación de Houston de 45 pies (HSC ECIPI) Condados de Harris, de Chambers y de Galveston, Texas

INICIO DEL ESTUDIO Y EVOLUCIÓN. El 29 de marzo de 2016, el Cuerpo de Ingenieros del Ejército de los EE.UU. (USACE, por sus siglas en inglés) publicó un aviso de intención para preparar una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés), para el Proyecto de Mejoramiento de Canal para la Ampliación del Canal de Navegación de Houston de 45 pies (HSC ECIPI, por sus siglas en inglés) en los Condados de Harris, de Chambers, y de Galveston, Texas, que estudiará la factibilidad de mejoramiento para el HSC. Este estudio identificará y evaluará una combinación de modificaciones en el HSC para mejorar la eficiencia y la seguridad de la navegación del sistema del HSC. Un informe 905(b) que recomienda un estudio de nivel de factibilidad de costo compartido, de acuerdo con el Cuaderno Orientativo de Planificación (ER 1105-2-100) fue aprobado el 22 de septiembre de 2015.

ENFOQUE DEL ESTUDIO. El estudio se centrará en el examen de la factibilidad para mejorar la navegación en el HSC. El área de estudio abarca la región del HSC y sus alrededores. El HSC se extiende desde Bolivar Roads, en la línea costera de Galveston Bay, y arriba hacia Buffalo Bayou, terminando a cuatro millas al este del centro de Houston en la Dársena de Maniobra Terminal (Turning Basin Terminal). El área de estudio propuesta se encuentra en los Condados de Harris, de Chambers y de Galveston, Texas, que incluye la extensión del HSC. En general, el HSC será evaluado en cuanto al tamaño y tráfico actualizado y proyectado de las embarcaciones. El enfoque del estudio incluirá oportunidades para profundizar y ampliar el alcance superior del HSC denominado como Boggy Bayou (aguas abajo de la carretera de peaje Sam Houston) y la Dársena de Maniobra Principal (Main Turning Basin) en el lindero del Buffalo Bayou, actualmente con profundidades de 35 y 45 pies; mejoramiento de los canales laterales: Bayport Ship Channel y Barbour's Cut Channel; y mejoramiento en la seguridad y eficiencia del Galveston Bay Reach. Este estudio no incluye la profundización del HSC más allá de 45 pies. Es la intención del USACE integrar al estudio de factibilidad (FS) y los procesos de la declaración de impacto ambiental (EIS) para dar lugar a un informe único FS / EIS, como resultado del estudio.

REUNIONES INICIALES DE INVESTIGACIÓN. Dos reuniones públicas de investigación se llevarán a cabo el 17 y 19 de mayo de 2016, en los siguientes lugares:

Martes 17 de mayo de 2016
5:30 p.m. a 8:00 p.m.
Houston Community College Northeast Campus
555 Community College Drive
Houston, TX 77013

Jueves 19 de mayo de 2016
5:30 p.m. a 8:00 p.m.
Sylvan Beach Pavilion
1 Sylvan Beach Dr.
La Porte, TX 77571

Todas las personas interesadas están invitadas a asistir. El propósito de estas reuniones de investigación es el de informar al público sobre el estudio propuesto, los procesos de EIS y FS Federal, y para solicitar su opinión y puntos de vista sobre los problemas y preocupaciones que se abordarán en el estudio propuesto y la evaluación de los impactos ambientales. El USACE alienta la plena participación pública para promover la comunicación abierta sobre los temas relacionados con el estudio. Además, se fomenta la participación de agencias federales, estatales, locales y otras organizaciones interesadas.

La participación del público, una parte esencial de los procesos del estudio de Factibilidad Federal y de la Ley Nacional de Política Ambiental (NEPA), es parte integral de la evaluación de los consecuencias ambientales de la acción propuesta, y del mejoramiento de la calidad de la toma de decisiones del estudio ambiental y de factibilidad. El USACE utilizará esta reunión para recibir ideas de los ciudadanos sobre los problemas e impactos importantes que se tratarán en el análisis de los impactos ambientales, para ayudar a definir el alcance del estudio. El USACE también busca específicamente la opinión del público sobre los problemas, las oportunidades y las alternativas relacionadas que las mejoras de navegación pueden abordar. Todos los comentarios públicos recibidos serán considerados en el proyecto de FS / EIS de conformidad con los reglamentos de la NEPA y el USACE. Los comentarios también se pueden utilizar para ayudar a determinar el interés público general del proyecto propuesto.

El formato de la reunión será a puertas abiertas, y no se hará ninguna presentación formal. Están disponibles exhibiciones informativas acerca del proyecto propuesto para revisión pública, y los representantes del USACE estarán presentes para responder preguntas y hablar sobre el proyecto propuesto. Los comentarios escritos serán aceptados en la reunión de investigación.

La reunión de investigación pública se llevará a cabo en inglés, y los materiales de la reunión se proporcionarán en inglés y en español. Están disponibles intérpretes en español para ayudar con la traducción.

Los comentarios escritos pueden enviarse por correo a: Sr. Tammy Gilmore, CEM/N-PD-N-CEP, P.O. Box 60267, New Orleans, LA 70160-0267. Los comentarios también pueden ser enviados electrónicamente a: HSC-ECIPI@uscace.army.mil. Todos los comentarios deben ser recibidos con matasellos, del 26 de mayo de 2016.

CONTACTO PARA MAS INFORMACIÓN: Las preguntas relativas al proyecto del EIS deberán dirigirse a la Sr. Tammy Gilmore, a CEM/N-PD-N-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; teléfono: (504) 862-1002; fax: (504) 862-1583; o por correo electrónico: HSC-ECIPI@uscace.army.mil. Para más información sobre el proyecto se puede encontrar en línea aquí:

<http://www.usace.army.mil/Missions/>

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Algunos legisladores culpan del aumento a los dirigentes universitarios que gastan mucho en cuestiones administrativas y, dicen ellos, muy poco en las aulas

Benjamin Wermund

Hay algo muy claro para los padres que vayan a enviar a sus hijos a estudiar en la universidad este otoño: tendrán que gastar más dinero.

Los estudios universitarios se han tornado más caros en Texas en comparación con hace una década. El costo de la matrícula y otras tarifas en los centros estatales de estudios superiores se ha más que duplicado desde 2003, cuando la Legislatura autorizó a las universidades para fijar sus precios. Como promedio, un estudiante universitario en Texas pagó en 2015 la cantidad de 8,256 dólares por concepto de matrícula y otras tarifas, lo que significa un aumento notable cuando se compara con los 3,361 dólares en 2003.

Sin embargo, lo que resulta más confuso es quién tiene la culpa de esos elevados costos.

Algunos legisladores culpan a los dirigentes universitarios que gastan mucho en cuestiones administrativas y muy poco en las aulas. Pero los dirigentes de las universidades alegan que el financiamiento estatal no se ha mantenido a la par con la inflación y no es suficiente para que las universidades de Texas sean más competitivas a nivel nacional.

Esta situación no es exclusiva de Texas. Dirigentes universitarios y políticos de todo el país se culpan mutuamente por el incremento de los costos en las universidades.

Esta controversia se hizo evidente el martes cuando el vicegobernador Dan Patrick, republicano de Houston, criticó a los dirigentes universitarios por haber aumentado el costo de matrícula en un 147 por ciento desde 2003. En ese mismo tiempo, el ingreso promedio familiar en el estado sólo subió un 32 por ciento, según el vicegobernador.

El 62 por ciento de los estudiantes se gradúa de una licenciatura con una deuda escolar promedio de 30,000 dólares. "Estamos alejando a la familia promedio de la educación superior en el estado de Texas", dijo Patrick durante una conferencia de prensa en Austin. "Esto tiene que terminar".

Patrick hizo sus declaraciones antes de una reunión con un panel senatorial de educación superior encargado de hallar formas para disminuir el costo de estudiar en universidades. Líderes universitarios estatales defendieron recientemente los altos costos de la matrícula ante el panel.

Patrick y el senador estatal Kel Seliger, quien preside la comisión, también criticaron a las universidades por no hacer que sus estudiantes se gradúen con suficiente rapidez y cuestionaron si esos centros de estudios

adecuadamente. Patrick dijo que los costos administrativos en las universidades han aumentado un 149 por ciento desde 2003, mientras que los costos en cosas vinculadas a las aulas sólo han subido un 65 por ciento.

Patrick y Seliger pidieron al estado que exija a las universidades que cumplan con ciertas normas para poder incrementar los costos de la matrícula. Un método para lograr eso progresó en la última sesión legislativa, pero no se convirtió en ley.

Muchos de los que hablaron durante la audiencia de la semana pasada, incluidos dirigentes universitarios, expresaron su apoyo a esa medida.

De acuerdo con la junta de coordinación de educación superior de Texas, el financiamiento estatal para las universidades públicas disminuyó un 27 por ciento de 2003 a 2015, cuando se tiene en cuenta la inflación. Los ingresos derivados de la matrícula y de otras tarifas aumentaron un 91 por ciento en ese mismo periodo, también ajustado a la inflación.

La posibilidad de que los dirigentes universitarios establezcan sus propios costos de matrícula les ha permitido compensar los recortes estatales de fondos, incluidos los de 2011, que fueron notables, según funcionarios de universidades.

"La desregulación de los costos de la matrícula ha sido algo que nos ha ayudado a permanecer competitivos, en especial en tiempos de recortes", dijo Robert Duncan, rector del sistema universitario de Texas Tech.

Asignación de fondos Sin embargo, Patrick recaló que los costos de la matrícula han aumentado en momentos en que el estado ha incrementado el financiamiento para la educación superior.

El vicegobernador y varios legisladores se refrieron a un aumento del 9 por ciento en gastos de educación superior, el cual fue aprobado en la sesión legislativa de 2015. Dirigentes universitarios expresaron su satisfacción con los fondos adicionales, pero dijeron que no son suficientes para cubrir los crecientes costos de operaciones.

Las universidades de Texas también tuvieron que lidiar con costosas exenciones de matrícula aprobadas por la Legislatura, como la Ley Hazlewood, que cubre los costos universitarios de veteranos y sus hijos. Dicha ley, que fue ampliada en 2009, le costó en 2014 a las universidades públicas de Texas 169 millones de dólares en ingresos.

"La Legislatura tiene que ser responsable. Cuando hablamos de un aumento del 9 por ciento y todos nos congratulamos, eso sólo representa un aumento del uno por ciento debido al crecimiento (de los costos de operaciones universitarias).

Patrick y el senador estatal Kel Seliger, quien preside la comisión, también criticaron a las universidades por no hacer que sus estudiantes se gradúen con suficiente rapidez y cuestionaron si esos centros de estudios

adecuadamente. Patrick dijo que los costos administrativos en las universidades han aumentado un 149 por ciento desde 2003, mientras que los costos en cosas vinculadas a las aulas sólo han subido un 65 por ciento.

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Estudiantes y empleados de la Universidad de Texas caminan por el campus en Austin.

Ashtley Landis

responsables", dijo el senador estatal Kirk Watson, demócrata de Austin. "Cuando llega el momento de echarse la culpa, tenemos que ser nosotros. Somos los que debemos ser culpados si no analizamos el panorama general y no hacemos las cosas bien".

A nivel nacional Para hacer que las universidades de Texas sean competitivas a escala nacional, una meta para la mayoría de los involucrados en el tema de la educación superior es pedir más fondos, independientemente de si éstos provienen de los precios de matrícula o de asignaciones estatales, según dijo al panel el rector del sistema de la Universidad de Texas, William McRaven.

Cada año, unos 19,000 graduados de escuelas preparatorias se marchan de Texas para estudiar en universidades de otros estados, donde es posible que paguen costos de matrícula más altos porque no viven en esos estados, indicó McRaven.

California tiene nueve universidades en la Asociación de Universidades de Estados Unidos, un grupo de 62 centros de educación superior al que muchos consideran la regla de oro de la educación universitaria. Sin embargo, Texas sólo tiene tres.

Bajos recursos Los estudiantes y sus padres en Texas no son los únicos que tienen que lidiar con un incremento en los costos de matrícula.

A nivel nacional, el financiamiento estatal para universidades públicas disminuyó un 12 por ciento entre 2003 y 2012, mientras que el costo promedio de la matrícula en esas instituciones aumentó en un 55 por ciento, según la Oficina de Responsabilidad Gubernamental de Estados Unidos.

Pero Texas aún está en un puesto intermedio en términos de costos de matrícula. El comisionado de educación superior del estado dijo al panel senatorial que los estudios universitarios son más baratos en Texas que en otros 30 estados.

No obstante, el 60 por ciento de los estudiantes que se gradúan de escuelas preparatorias públicas en Texas proceden de familias de bajos ingresos, según dijo el comisionado Raymond Paredes. "Tenemos que garantizar que la educación superior permanezca asequible", dijo Paredes al panel. "En estos momentos, aún es, pero tenemos que

1245 ANUNCIOS LEGALES

AVISO DE SOLICITUD Y DECISION PRELIMINAR PARA PERMISO DE CALIDAD DE AIRE PERMISO DE CALIDAD DE AIRE NUM. 123005

SOLICITUD Y DECISION PRELIMINAR. E. R. Carpenter, L.P., 11002 Choate Road, Pasadena, Texas 77077-1500, ha solicitado de la Comisión para la Calidad Ambiental de Texas (Texas Commission on Environmental Quality o TCEQ por sus siglas en inglés) la emienda del Permiso de Calidad de Aire Número 123005, el cual autoriza la modificación de la planta de mezcla ubicada en 11002 Choate Road, Pasadena, Condado de Harris, Texas 77077. Esta solicitud fue procesada de manera expedita, como lo permite las reglas de la comisión en el Título 30 del Texas Administrative Code (TAC en español, Código Administrativo de Texas), Chapter 101, (Codigo 101), Subchapter J, (Subcapítulo J). Esta solicitud se le presentó a TCEQ el 17 de octubre del 2014. La emienda autoriza un aumento en las emisiones de los contaminantes del aire siguientes: compuestos orgánicos.

El director ejecutivo de la TCEQ ha concluido la revisión técnica de la solicitud y ha preparado un permiso preliminar, el cual si es aprobado, establecerá las condiciones dadas de las cuales el sitio deberá operar. El director ejecutivo ha hecho la decisión preliminar de otorgar este permiso porque la solicitud cumple con todos los requisitos. La solicitud del permiso, la decisión preliminar del director ejecutivo y el permiso preliminar están en el estado de revisión para ser revisados y copiados en la Oficina Central de la TCEQ, en la Oficina Regional de la TCEQ en Houston, en la Biblioteca Sucursal La Porte (La Porte Branch Library), 600 South Broadway, La Porte, Condado de Harris, Texas, empezando el primer día de la publicación de este aviso. Los archivos de esta solicitud estarán disponibles para ser examinados por el público en la Oficina Regional de la TCEQ en Houston, 5425 Polk Street, Suite H, Houston, Texas.

COMENTARIOS PUBLICOS/JUNTA PUBLICA. Usted puede presentar comentarios públicos o solicitar una junta pública sobre esta solicitud. El propósito de la junta pública es proveer la oportunidad de someter comentarios o hacer preguntas sobre esta solicitud. La TCEQ tendrá una junta pública si el director ejecutivo determina que hay suficiente interés en el parte del público en esta solicitud o si la solicitud un lección local. Una junta pública no es una reunión pública y no se requiere que los comentarios o solicitudes públicas adicionales por escrito dentro de 30 días después de la publicación de este aviso en la forma establecida en el párrafo CONTACTOS DE LA AGENCIA E INFORMACION DISPONIBLE ELECTRONICAMENTE.

REPUESTA A LOS COMENTARIOS Y ACCION DEL DIRECTOR EJECUTIVO. Después del plazo final para someter comentarios públicos, el director ejecutivo considerará los comentarios y preparará una respuesta a todos los comentarios públicos relevantes y materiales, o de otros modos significativos. Porque no se ha recibido ninguna solicitud para audiencias en controversia dentro del plazo de tiempo, después de preparar la respuesta a los comentarios, el director ejecutivo puede entonces publicar la aprobación final de la solicitud. La respuesta a los comentarios, junto con la decisión del director ejecutivo sobre la solicitud, será enviada por correo a todos aquellos personas que presentaron comentarios públicos o que se encuentran en la lista de correo para este aviso. Este aviso también está disponible en el sitio de Datos Integrado de los Comisionados (Commissioners' Integrated Database o CID por sus siglas en inglés).

INFORMACION DISPONIBLE ELECTRONICAMENTE. Cuando esta información disponible, la respuesta del director ejecutivo a los comentarios y la decisión final sobre esta solicitud serán accesibles por el Internet en el sitio Web de los Comisionados al www.tceq.texas.gov/permits o al www.tceq.com. Cuando tiene acceso al CID, usando la dirección de Internet arriba mencionada, escriba el número del Permiso de Calidad de Aire de esta solicitud que se encuentra en el parte de arriba de este aviso. Este número de identificación general de esta solicitud en el parte de la instalación es proporcionado como una cortesía y no es parte de la solicitud de este aviso. Para la ubicación exacta, consulte la solicitud. <http://www.tceq.com/permits/123005> o <http://www.tceq.com/permits/123005>

LISTA PARA ENVIO DE CORREO. Usted puede solicitar ser incluido en una lista de correo para recibir información adicional con respecto a esta solicitud enviando una petición por escrito a la Oficina del Secretario General (Office of the Chief Clerk) a la dirección que se encuentra más abajo.

CONTACTOS DE LA AGENCIA E INFORMACION. Comentarios públicos y solicitudes deben ser presentados electrónicamente al www.tceq.com/permits/123005 o por escrito a la Texas Commission on Environmental Quality, Oficina del Secretario General (Office of the Chief Clerk), MC-116, Box 13897, Austin, Texas 78711-3897. Si usted decide comunicarse con la TCEQ por vía electrónica, por favor, tenga en cuenta que su dirección de correo electrónico, como su dirección postal, pasará a formar parte del registro público de la Agencia. Para más información acerca de este proceso de registro público o el proceso de permisos, favor de llamar, sin cobro, al Programa de Educación Pública al 1-800-645-6311. Se puede obtener información adicional también de E.R. Carpenter, L.P., a la dirección arriba mencionada, o al llamar al Sr. Reid McLelland, al (832) 281-8247. Fecha de Expedición: 12 de abril del 2016.

1240 PROPUESTAS OFERTAS

Gulf Coast Community Association (GCCSA) invites attorneys to submit proposals in accordance with the specifications outlined in its Request for Proposal (RFP) for Legal Counsel Services. Additional details are available and the proposal package can be downloaded at www.gccsa.org. Proposal submission deadline is Friday, May 27, 2016 at 2:00 p.m. This project is funded by the TX Dept of Housing and Community Affairs and the Department of Health and Human Services.

Request for Qualifications - Construction Manager at Risk (CMAR) Davis High School
Project Number 16-04-29
Houston Independent School District
The Houston Independent School District will receive Request for Qualifications for Construction Manager-At-Risk (CMAR) from contractors for **Additional and Renovations to Davis High School**. The Request for Qualifications for Construction Manager at Risk (CMAR) for the Additional and Renovations to Davis High School and all other required proposal documents, including MWRB, including documents, are due no later than **Thursday, May 19, 2016 at 2:00 p.m.** at 4400 West 18th Street, Office of the Board of Education, Houston, TX 77022. The envelopes containing the names of the proposers will be opened and read aloud.

Davis High School is located at 1101 Qulman Street, Houston, TX 77009.
The Request for Qualifications for Construction Manager-At-Risk (CMAR) will be utilized as authorized in Senate Bill 1093, Legislative Session 2013-2015, (Amended by 84th Legislature, Ch. 2269, Subchapter F, of Texas Government Code). The Construction Manager-At-Risk method enables HSD to contract separately with a Construction Manager-At-Risk (CMAR) to serve as the general contractor and to provide consultation during the design and construction, rehabilitation, alteration, or repair of a facility.

A pre-proposal conference will be held at **2:00 pm in Room 109 at Construction Services, 2000 Center Street, Houston, TX 77007 on Monday, May 9, 2016.**
For additional information regarding this project, please contact Mr. John Espinosa jespinosa@hisd.net.
Request for Qualifications for Construction Manager-At-Risk (CMAR) may be reviewed at the following Houston locations:
Associated General Contractors, 3825 Dacoma Street, Houston TX 77092, (713) 843-3700
HSD Construction and Facilities Services (Bono), 2200 Center, Houston, TX 77007, (713) 556-9290
McGraw Hill Construction/Dodge, www.construction.com
Virtual Builders Exchange, 2910 Kirby, #131, Houston, TX 77098, (832) 613-0201

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1245 ANUNCIOS LEGALES

AVISO DE REUNIONES PUBLICAS DE INVESTIGACION

Proyecto de Mejoramiento y Ampliación del Canal de Navegación de Houston de 45 pies (HSC ECP) Conados de Harris, de Chambers y de Galveston, Texas

INICIO DEL ESTUDIO Y EVOLUCION. El 29 de marzo de 2016, el Cuerpo de Ingenieros de Efecto del EE.UU. (USACE, por sus siglas en inglés) publicó un aviso de intención para preparar una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés), para el Proyecto de Mejoramiento de Canal para la Ampliación de Canal de Navegación de Houston de 45 pies (HSC ECP, por sus siglas en inglés). El área de estudio identificará y evaluará los impactos de Harris, de Chambers, y de Galveston, Texas que estudiará la factibilidad de mejoramiento del HSC. Este estudio identificará y evaluará una combinación de modificaciones en el HSC para mejorar la eficiencia y la seguridad de la navegación del sistema del HSC. Un informe (905(6) que recomienda un estudio de nivel de factibilidad de costo compartido, de acuerdo con el Cuadro Orientativo de Planificación (EP 1105-2-100) fue aprobado el 22 de septiembre de 2015.

ENFOQUE DEL ESTUDIO. El estudio se centrará en el examen de la factibilidad para mejorar la navegación en el HSC. El área de estudio abarcará la región del HSC y sus alrededores. El HSC se extiende desde Bolivar Roads, en la desembocadura de Galveston Bay, y arriba hasta Buffalo Bayou, terminando a cuatro millas al este del centro de Houston en la Dársena de Manóira Terminal (Turning Basin Terminal). El área de estudio propuesta se encuentra en los Condados de Harris, de Chambers, y de Galveston, Texas que incluye la extensión del HSC. En general, el HSC será evaluado en cuanto al tamaño, el tráfico actualizado, y proyectado de las embarcaciones. El enfoque del estudio incluirá oportunidades para mejorar y ampliar el alcance superior del HSC denominado como Boggy Bayou (aguas abajo de la carretera de peaje San Houston) a la Dársena de Manóira Principal (Main Turning Basin) en el lindero del Buffalo Bayou; mejoramiento con profundidades de 36 y 45 pies; actualización de los canales laterales, Bayport Ship Channel, Barbours Cut Channel, y mejoramiento de la seguridad y eficiencia del Galveston Bay Reach. Este estudio no incluye la profundización del HSC más allá de 45 pies. Es la intención del USACE integrar el estudio de factibilidad (FS) y los procesos de la declaración de impacto ambiental (EIS) para dar lugar a un informe final de EIS como resultado del estudio.

REUNIONES INICIALES DE INVESTIGACION. Do reuniones públicas de investigación se llevarán a cabo el 17 y 19 de mayo de 2016, en los siguientes lugares:

Martes 17 de mayo de 2016
9:30 a.m. a 8:00 p.m.
Houston Community College Northwest Campus
555 Community College Drive
Houston, TX 77011

Jueves 19 de mayo de 2016
9:30 a.m. a 8:00 p.m.
Sylvan Beach Pavilion
1 Sylvan Beach Dr.
La Porte, TX 77571

Todas las personas interesadas están invitadas a asistir. El propósito de estas reuniones de investigación es el de informar al público sobre el estudio propuesto, los procesos de EIS y FS Federal, y para solicitar su opinión y comentarios de vista sobre los problemas y preocupaciones que se abordarán en el estudio propuesto y la evaluación de los impactos ambientales del proyecto. El USACE alienta la plena participación pública para promover la comunicación abierta sobre los temas relacionados con el estudio. Además, se fomenta la participación de agencias, organizaciones locales y otras organizaciones interesadas.

La participación del público, una parte esencial de los procesos del estudio de Factibilidad Federal de la Ley Nacional de Política Ambiental (NEPA) es parte integral de la evaluación de las consecuencias ambientales de la acción propuesta, y del mejoramiento de la calidad de la toma de decisiones del estudio ambiental y de factibilidad. El USACE utilizará esta reunión para recibir ideas de los ciudadanos sobre los problemas e impactos importantes que se tratarán en el análisis de los impactos ambientales, para ayudar a definir el alcance de estudio. El USACE también busca específicamente la opinión del público sobre los problemas, las oportunidades y las alternativas potenciales que las mejoras de los estudios pueden abarcar. Todos los comentarios públicos recibidos serán considerados en el proyecto de FS/EIS de conformidad con los reglamentos de la NEPA y el USACE. Los comentarios también se pueden utilizar para ayudar a determinar el interés público general del proyecto propuesto.

El formato de la reunión será a puertas abiertas, y no se hará ninguna presentación formal. Estarán disponibles exhibiciones informativas acerca de proyecto propuesto para revisión pública, y los representantes del USACE estarán presentes para responder preguntas y hacer sobre el proyecto propuesto. Los comentarios escritos serán aceptados en la reunión de investigación.

La reunión de investigación pública se llevará a cabo en inglés, y los materiales de la reunión se proporcionarán en inglés y en español. Estarán disponibles intérpretes en español para ayudar con la traducción.

Los comentarios escritos pueden enviarse por correo a: **Sra. Tammy Gilmore, CEVW-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267.** Los comentarios también pueden ser enviados electrónicamente a HSC-ECP@usace.army.mil. Todos los comentarios deben ser recibidos con material de identificación de 26 de mayo de 2016.

CONTACTO PARA MAS INFORMACION: La siguiente relación al Proyecto de Mejoramiento de Canal para la Ampliación de Canal de Navegación de Houston de 45 pies (HSC ECP) P.O. Box 60267, New Orleans, LA 70160-0267; teléfono: (504) 586-1062; fax (504) 862-1583; o por correo electrónico: HSC-ECP@usace.army.mil. Más información sobre el proyecto se puede encontrar en línea aquí:

Appendix C

Stakeholder Database

Master HSC ECIP Stakeholder Database

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address: Street	City	County	State	Zip
Elected Official - city	Mr.	Mercedes	Renteria 3rd	Council Member District 1	City of Baytown		2401 Market St. P.O. Box 424	Baytown	Harris	TX	77522
Elected Official - city	Mr.	Chris	Presley	Council Member District 2	City of Baytown		2401 Market St. P.O. Box 424	Baytown	Harris	TX	77522
Elected Official - city	Mr.	Brandon	Capetillo	Council Member District 3	City of Baytown		2401 Market St. P.O. Box 424	Baytown	Harris	TX	77522
Elected Official - city	Mr.	Terry	Sain	Council Member District 4	City of Baytown		2401 Market St. P.O. Box 424	Baytown	Harris	TX	77522
Elected Official - city	Mr.	Robert C.	Hoskins	Council Member District 5	City of Baytown		2401 Market St. P.O. Box 424	Baytown	Harris	TX	77522
Elected Official - city	Mr.	David	McCartney	Council Member District 6	City of Baytown		2401 Market St. P.O. Box 424	Baytown	Harris	TX	77522
Elected Official - city	Mr.	Stephen H.	DonCarlos	Mayor	City of Baytown		2401 Market St. P.O. Box 424	Baytown	Harris	TX	77522
Elected Official - city	Ms.	Dana	Colquitt	Alder	City of Beach City		12723 FM 2354	Beach City	Chambers	TX	77523
Elected Official - city	Mr.	Douglas	Walker	Alder	City of Beach City		12723 FM 2354	Beach City	Chambers	TX	77523
Elected Official - city	Mr.	Paul	Newman 3rd	Alder	City of Beach City		12723 FM 2354	Beach City	Chambers	TX	77523
Elected Official - city	Mr.	Raymond	Smith	Alder	City of Beach City		12723 FM 2354	Beach City	Chambers	TX	77523
Elected Official - city	Mr.	Billy	Combs	Mayor	City of Beach City		12723 FM 2354	Beach City	Chambers	TX	77523
Elected Official - city	Mr.	Jackey "Jack"	Lasater	Mayor Pro Tem, Alder	City of Beach City		12723 FM 2354	Beach City	Chambers	TX	77523
Elected Official - city	Mr.	Al	Burns, Jr.	Council Member	City of Clear Lake Shores		1006 South Shore Drive	Clear Lake Shores	Galveston	TX	77565
Elected Official - city	Ms.	Amanda	Fenwick	Council Member	City of Clear Lake Shores		1006 South Shore Drive	Clear Lake Shores	Galveston	TX	77565
Elected Official - city	Mr.	Byran	Hoerner	Council Member	City of Clear Lake Shores		1006 South Shore Drive	Clear Lake Shores	Galveston	TX	77565
Elected Official - city	Mr.	Carlo	Ianni	Council Member	City of Clear Lake Shores		1006 South Shore Drive	Clear Lake Shores	Galveston	TX	77565
Elected Official - city	Ms.	Jan	Bailey	Council Member	City of Clear Lake Shores		1006 South Shore Drive	Clear Lake Shores	Galveston	TX	77565
Elected Official - city	Mr.	Vern	Johnson	Mayor	City of Clear Lake Shores		1006 South Shore Drive	Clear Lake Shores	Galveston	TX	77565
Elected Official - city	Ms.	Sherry	Garrison	Council Member 1	City of Deer Park		710 E. San Augustine St.	Deer Park	Harris	TX	77536
Elected Official - city	Mr.	Thane	Harrison	Council Member 2	City of Deer Park		710 E. San Augustine St.	Deer Park	Harris	TX	77536
Elected Official - city	Mr.	Tommy	Ginn	Council Member 3	City of Deer Park		710 E. San Augustine St.	Deer Park	Harris	TX	77536
Elected Official - city	Mr.	Bill	Patterson	Council Member 4	City of Deer Park		710 E. San Augustine St.	Deer Park	Harris	TX	77536
Elected Official - city	Mr.	Ron	Martin	Council Member 5	City of Deer Park		710 E. San Augustine St.	Deer Park	Harris	TX	77536
Elected Official - city	Ms.	Rae A.	Sinor	Council Member 6	City of Deer Park		710 E. San Augustine St.	Deer Park	Harris	TX	77536
Elected Official - city	Mr.	Jerry	Mouton, Jr.	Mayor	City of Deer Park		710 E. San Augustine St.	Deer Park	Harris	TX	77536
Elected Official - city	Mr.	Robert	Kumar-Misir	Council Member 1	City of El Lago		411 Tallowood Dr	El Lago	Harris	TX	77586
Elected Official - city	Mr.	Jeff	Michalak	Council Member 2	City of El Lago		411 Tallowood Dr	El Lago	Harris	TX	77586
Elected Official - city	Ms.	Carolynn	Stanley	Council Member 3	City of El Lago		411 Tallowood Dr	El Lago	Harris	TX	77586
Elected Official - city	Mr.	John	Skelton	Council Member 4	City of El Lago		411 Tallowood Dr	El Lago	Harris	TX	77586
Elected Official - city	Mr.	Jeff	Tave	Council Member 5	City of El Lago		411 Tallowood Dr	El Lago	Harris	TX	77586
Elected Official - city	Mr.	Robert	White	Mayor	City of El Lago		411 Tallowood Dr	El Lago	Harris	TX	77586
Elected Official - city	Ms.	Esmeralda	Moya	Mayor	City of Galena Park		2000 Clinton Dr. P.O. Box 46	Galena Park	Harris	TX	77547
Elected Official - city	Mr.	Danny	Simms	Position 1	City of Galena Park		2000 Clinton Dr. P.O. Box 46	Galena Park	Harris	TX	77547
Elected Official - city	Mr.	Cruz r.	Hinojoa, Jr.	Position 2	City of Galena Park		2000 Clinton Dr. P.O. Box 46	Galena Park	Harris	TX	77547
Elected Official - city	Ms.	Maricela	Serna	Position 3	City of Galena Park		2000 Clinton Dr. P.O. Box 46	Galena Park	Harris	TX	77547
Elected Official - city	Mr.	Juan	Flores	Position 4	City of Galena Park		2000 Clinton Dr. P.O. Box 46	Galena Park	Harris	TX	77547
Elected Official - city	Mr.	Mike	Knox	Council Member At-Large 1	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002

Master HSC ECIP Stakeholder Database

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address: Street	City	County	State	Zip
Elected Official - city	Mr.	David	Robinson	Council Member At-Large 2	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Michael	Kubosh	Council Member At-Large 3	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Ms.	Amanda	Edwards	Council Member At-Large 4	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Jack	Christie	Council Member At-Large 5	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Ms.	Brenda	Stardig	Council Member District A	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Jerry	Davis	Council Member District B	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Ms.	Ellen	Cohen	Council Member District C	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Dwight	Boykins	Council Member District D	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Dave	Martin	Council Member District E	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Steve	Le	Council Member District F	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Greg	Travis	Council Member District G	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Ms.	Karla	Cisneros	Council Member District H	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Robert	Gallegos	Council Member District I	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Mike	Laster	Council Member District J	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Larry	Green	Council Member District K	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Sylvester	Turner	Mayor	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	Harris	TX	77002
Elected Official - city	Mr.	Jimmy "JJ"	Rivas	Council Member 1	City of Jacinto City		1301 Mercury Drive	Houston	Harris	TX	77029
Elected Official - city	Mr.	Gregg	Robinson	Council Member 2	City of Jacinto City		1301 Mercury Drive	Houston	Harris	TX	77029
Elected Official - city	Mr.	Allen	Lee	Council Member 3	City of Jacinto City		1301 Mercury Drive	Houston	Harris	TX	77029
Elected Official - city	Ms.	Carmela	Garcia	Council Member 4	City of Jacinto City		1301 Mercury Drive	Houston	Harris	TX	77029
Elected Official - city	Mr.	Mario	Gonzales	Council Member 5	City of Jacinto City		1301 Mercury Drive	Houston	Harris	TX	77029
Elected Official - city	Ms.	Ana	Diaz	Mayor	City of Jacinto City		1301 Mercury Drive	Houston	Harris	TX	77029
Elected Official - city	Ms.	Rhonda	Trevino	Council Member 1	City of Kemah		1401 State Highway 146	Kemah	Galveston	TX	77565
Elected Official - city	Ms.	Wanda	Zimmer	Council Member 2	City of Kemah		1401 State Highway 146	Kemah	Galveston	TX	77565
Elected Official - city	Mr.	Bill	Kerber, Jr.	Council Member 3	City of Kemah		1401 State Highway 146	Kemah	Galveston	TX	77565
Elected Official - city	Ms.	Robin	Collins	Council Member 4	City of Kemah		1401 State Highway 146	Kemah	Galveston	TX	77565
Elected Official - city	Mr.	Wayne	Rast	Council Member 5	City of Kemah		1401 State Highway 146	Kemah	Galveston	TX	77565
Elected Official - city	Mr.	Carl	Joiner	Mayor	City of Kemah		1401 State Highway 146	Kemah	Galveston	TX	77565
Elected Official - city	Mr.	John P.	Zemanek	Council Member At Large A	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Ms.	Dottie	Kaminski	Council Member At Large B	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Mr.	Danny	Earp	Council Member District 1	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Mr.	Chuck	Engelken	Council Member District 2	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571

Master HSC ECIP Stakeholder Database

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address: Street	City	County	State	Zip
Elected Official - city	Mr.	Daryl	Leonard	Council Member District 3	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Ms.	Kristin	Martin	Council Member District 4	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Mr.	Jay	Martin	Council Member District 5	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Mr.	Mike	Clausen	Council Member District 6	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Mr.	Louis R.	Rigby	Mayor	City of La Porte		604 W. Fairmont Parkway	La Porte	Harris	TX	77571
Elected Official - city	Mr.	Craig	Bland	Council Member	City of Morgan's Point		1415 E. Main Street	Morgan's Point	Harris	TX	77571
Elected Official - city	Mr.	Dick	Wright	Council Member	City of Morgan's Point		1415 E. Main Street	Morgan's Point	Harris	TX	77571
Elected Official - city	Mr.	Mike	Fowler	Council Member	City of Morgan's Point		1415 E. Main Street	Morgan's Point	Harris	TX	77571
Elected Official - city	Ms.	June	Vicenik	Council Member	City of Morgan's Point		1415 E. Main Street	Morgan's Point	Harris	TX	77571
Elected Official - city	Mr.	Thomas	Sheffield	Council Member	City of Morgan's Point		1415 E. Main Street	Morgan's Point	Harris	TX	77571
Elected Official - city	Mr.	Michael	Bechtel	Mayor	City of Morgan's Point		1415 E. Main Street	Morgan's Point	Harris	TX	77571
Elected Official - city	Mr.	Bob	Warters	Council Member	City of Nassau Bay		1800 Space Park Dr. Suite 200	Nassau Bay	Harris	TX	77058
Elected Official - city	Mr.	Bryce	Klug	Council Member	City of Nassau Bay		1800 Space Park Dr. Suite 200	Nassau Bay	Harris	TX	77058
Elected Official - city	Mr.	Harry	Dollar	Council Member	City of Nassau Bay		1800 Space Park Dr. Suite 200	Nassau Bay	Harris	TX	77058
Elected Official - city	Dr.	Sandra	Mossman	Council Member	City of Nassau Bay		1800 Space Park Dr. Suite 200	Nassau Bay	Harris	TX	77058
Elected Official - city	Mr.	John	Mahon	Council Member	City of Nassau Bay		1800 Space Park Dr. Suite 200	Nassau Bay	Harris	TX	77058
Elected Official - city	Mr.	Jonathan	Amdur	Council Member	City of Nassau Bay		1800 Space Park Dr. Suite 200	Nassau Bay	Harris	TX	77058
Elected Official - city	Mr.	Mark	Denman	Mayor	City of Nassau Bay		1800 Space Park Dr. Suite 200	Nassau Bay	Harris	TX	77058
Elected Official - city	Mr.	Bruce	Leamon	Council Member	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	Cody Ray	Wheeler	Council Member	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	Darrell	Morrison	Council Member	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	Sammy	Casados	Council Member	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	Ornaldo	Ybarra	Council Member	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	Pat	Van Houte	Council Member	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	Cary	Bass	Council Member	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	Johnny	Isbell	Mayor	City of Pasadena		1211 Southmore	Pasadena	Harris	TX	77502
Elected Official - city	Mr.	O.J.	Miller	Council Member	City of Seabrook		1700 First St.	Seabrook	Harris	TX	77586
Elected Official - city	Mr.	Melissa	Botkin	Council Member	City of Seabrook		1700 First St.	Seabrook	Harris	TX	77586
Elected Official - city	Mr.	Mike	Giangrosso	Council Member	City of Seabrook		1700 First St.	Seabrook	Harris	TX	77586
Elected Official - city	Mr.	Robert	Llorente	Council Member	City of Seabrook		1700 First St.	Seabrook	Harris	TX	77586
Elected Official - city	Ms.	Glenna	Adovasio	Council Member	City of Seabrook		1700 First St.	Seabrook	Harris	TX	77586
Elected Official - city	Mr.	Glenn	Royal	Mayor	City of Seabrook		1700 First St.	Seabrook	Harris	TX	77586
Elected Official - city	Mr.	David	Jennings	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	Harris	TX	77571
Elected Official - city	Mr.	Mike	Wheeler	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	Harris	TX	77571
Elected Official - city	Ms.	Nancy J.	Schnell	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	Harris	TX	77571
Elected Official - city	Mr.	Jerome	McKown	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	Harris	TX	77571
Elected Official - city	Mr.	Richard	Adams	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	Harris	TX	77571
Elected Official - city	Mr.	Rick	Moses	Mayor	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	Harris	TX	77571
Elected Official - city	Mr.	Bob	Davee	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	Harris	TX	77586
Elected Official - city	Mr.	Doug	Blanchard	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	Harris	TX	77586
Elected Official - city	Mr.	Doug	Shows	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	Harris	TX	77586

Master HSC ECIP Stakeholder Database

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address: Street	City	County	State	Zip
Elected Official - city	Mr.	Einar	Goerland	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	Harris	TX	77586
Elected Official - city	Mr.	Tony	Galt	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	Harris	TX	77586
Elected Official - city	Mr.	John	Keeney	Mayor	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	Harris	TX	77586
Elected Official - city	Mr.	Dedrick D.	Johnson, Sr.	Council Member	City of Texas City		P.O. Box 2608	Texas City	Galveston	TX	77592
Elected Official - city	Ms.	Jami	Clark	Council Member	City of Texas City		P.O. Box 2608	Texas City	Galveston	TX	77592
Elected Official - city	Mr.	Mike	Land	Council Member	City of Texas City		P.O. Box 2608	Texas City	Galveston	TX	77592
Elected Official - city	Ms.	Dee Ann	Haney	Council Member	City of Texas City		P.O. Box 2608	Texas City	Galveston	TX	77592
Elected Official - city	Mr.	Phil	Roberts	Council Member	City of Texas City		P.O. Box 2608	Texas City	Galveston	TX	77592
Elected Official - city	Ms.	Thelma	Bowie	Council Member	City of Texas City		P.O. Box 2608	Texas City	Galveston	TX	77592
Elected Official - city	Mr.	Mathew T.	Doyle	Mayor	City of Texas City		P.O. Box 2608	Texas City	Galveston	TX	77592
Elected Official - county	Mr.	David "Bubba"	Abernathy	Commissioner	Chambers County		P.O. Box 430	Anahuac	Chambers	TX	77514
Elected Official - county	Mr.	Gary R.	Nelson	Commissioner	Chambers County		P.O. Box 1948	Mont Belvieu	Chambers	TX	77580
Elected Official - county	Mr.	Mark	Huddleston	Commissioner	Chambers County		P.O. Box 260	Winnie	Chambers		77665
Elected Official - county	Mr.	Rusty	Senac	Commissioner	Chambers County		7711 Highway 146	Baytown	Harris	TX	77523
Elected Official - county	Ms.	Heather H.	Hawthorne	County Clerk	Chambers County		P.O. Box 728	Anahuac	Chambers	TX	77514
Elected Official - county	Mr.	Jimmy	Sylvia	County Judge	Chambers County		P.O. Box 939	Anahuac	Chambers	TX	77514
Elected Official - county	Ms.	Patti L.	Henry	District Clerk	Chambers County		P.O. Box NN	Anahuac	Chambers	TX	77514
Elected Official - county	Mr.	Ken	Clark	Commissioner	Galveston County		174 Calder Road Rm.112	League City	Galveston	TX	77573
Elected Official - county	Mr.	Kevin	O'Brien	Commissioner	Galveston County		111730 Hwy 6	Santa Fe	Galveston	TX	77510
Elected Official - county	Mr.	Ryan	Dennard	Commissioner	Galveston County		722 Moody, 1st Floor	Galveston	Galveston	TX	77550
Elected Official - county	Mr.	Stephen D.	Holmes	Commissioner	Galveston County		9850-A Emmett F. Lowry Expressway- Suite A100	Texas City	Galveston	TX	77591
Elected Official - county	Mr.	Mark	Henry	County Judge	Galveston County		722 Moody, Suite 200	Galveston	Galveston	TX	77550
Elected Official - county	Mr.	Gene	Locke	Commissioner	Harris County		1001 Preston, 9th Fl.	Houston	Harris	TX	77002
Elected Official - county	Mr.	Jack	Morman	Commissioner	Harris County		1001 Preston, Rm. 924	Houston	Harris	TX	77002
Elected Official - county	Mr.	R. Jack	Cagle	Commissioner	Harris County		1001 Preston, Suite 950	Houston	Harris	TX	77002
Elected Official - county	Mr.	Steve	Radack	Commissioner	Harris County		1001 Preston, 9th Floor	Houston	Harris	TX	77002
Elected Official - county	Mr.	Stan	Stanart	County Clerk	Harris County		P.O. Box 1525	Houston	Harris	TX	77251
Elected Official - county	Mr.	Ed	Emmett	County Judge	Harris County		1001 Preston, Suite 911	Houston	Harris	TX	77002
Elected Official - federal	Mr.	Al	Green	Congressman	US House of Representatives	Congressional District 9	3003 South Loop West, Suite 460	Houston	Harris	TX	77054
Elected Official - federal	Mr.	Gene	Green	Congressman	US House of Representatives	Congressional District 29	256 North Sam Houston Parkway East, Suite 29	Houston	Harris	TX	77060
Elected Official - federal	Mr.	Gene	Green	Congressman	US House of Representatives	Congressional District 29	11811 I-10 East., Suite 430	Houston	Harris	TX	77029
Elected Official - federal	Mr.	John	Culberson	Congressman	US House of Representatives	Congressional District 7	10000 Memorial Drive Suite 620	Houston	Harris	TX	77024
Elected Official - federal	Mr.	Kevin	Brady	Congressman	US House of Representatives	Congressional District 8	200 River Pointe, Suite 304	Conroe	Harris	TX	77304
Elected Official - federal	Mr.	Michael	McCaul	Congressman	US House of Representatives	Congressional District 10	1773 Westborough Drive, Suite 223	Katy	Harris	TX	77449
Elected Official - federal	Mr.	Michael	McCaul	Congressman	US House of Representatives	Congressional District 10	990 Village Square, Suite B	Tomball	Harris	TX	77375
Elected Official - federal	Mr.	Pete	Olson	Congressman	US House of Representatives	Congressional District 22	1650 Highway 6, Suite 150	Sugar Land	Harris	TX	77478
Elected Official - federal	Mr.	Pete	Olson	Congressman	US House of Representatives	Congressional District 22	6302 W. Broadway St, Ste 220	Pearland	Brazoria	TX	77581
Elected Official - federal	Mr.	Pete	Olson	Congressman	US House of Representatives	Congressional District 22	22333 Grand Corner Dr, Suite 151	Katy	Harris	TX	77494
Elected Official - federal	Mr.	Randy	Weber	Congressman	US House of Representatives	Congressional District 14	510 Cannon House Office Building	Washington, DC			20515
Elected Official - federal	Mr.	Randy	Weber	Congressman	US House of Representatives	Congressional District 14	505 Orleans Street, Suite 103	Beaumont	Jefferson	TX	77701
Elected Official - federal	Mr.	Randy	Weber	Congressman	US House of Representatives	Congressional District 14	122 West Way, Suite 301	Lake Jackson	Brazoria	TX	77566

Master HSC ECIP Stakeholder Database

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address: Street	City	County	State	Zip
Elected Official - federal	Mr.	Randy	Weber	Congressman	US House of Representatives	Congressional District 14	174 Calder Road, Suite 150	League City	Galveston	TX	77573
Elected Official - federal	Mr.	Brian	Babin	Congressman	US House of Representatives	Congressional District 36	420 Green Avenue	Orange	Orange	TX	77630
Elected Official - federal	Mr.	Ted	Poe	Congressman	US House of Representatives	Congressional District 2	1801 Kingwood Drive, Suite 240	Kingwood	Harris	TX	77339
Elected Official - federal	Mr.	Ted	Poe	Congressman	US House of Representatives	Congressional District 2	710 N. Post Oak Road, Suite 510	Houston	Harris	TX	77024
Elected Official - federal	Ms.	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	6719 West Montgomery, Suite 204	Houston	Harris	TX	77091
Elected Official - federal	Ms.	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	4300 Lyons Ave.	Houston	Harris	TX	77020
Elected Official - federal	Ms.	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	420 West 19th Street	Houston	Harris	TX	77008
Elected Official - federal	Ms.	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	1919 Smith Street, Suite 1180	Houston	Harris	TX	77002
Elected Official - federal	Mr.	John	Cornyn	Senator	US Senate		5300 Memorial Drive Suite 980	Houston	All		77007
Elected Official - federal	Mr.	Ted	Cruz	Senator	US Senate		808 Travis Street, Suite 1420	Houston	All		77002
Elected Official - state	Mr.	Greg	Abbott	Governor of Texas	Office of the Governor		P.O. Box 12428	Austin	Travis	TX	78711
Elected Official - state	Ms.	Ana	Hernandez	Representative	Texas House of Representatives	State House District 143	1233 Mercury Drive	Houston	Harris	TX	77029
Elected Official - state	Mr.	Wayne	Faircloth	Representative	Texas House of Representatives	State House District 23	2121 Market Street	Galveston	Galveston	TX	77550
Elected Official - state	Mr.	Greg	Bonnen	Representative	Texas House of Representatives	State House District 24	174 Calder Rd. Ste. 116	League City	Galveston	TX	77573
Elected Official - state	Mr.	Harold V.	Dutton	Representative	Texas House of Representatives	State House District 142	8799 N. Loop East, Suite 305	Houston	Harris	TX	77029
Elected Official - state	Mr.	Dennis	Paul	Representative	Texas House of Representatives	State House District 129	17225 El Camino Real Blvd., Suite 415	Houston	Harris	TX	77058
Elected Official - state	Mr.	Gilbert	Peña	Representative	Texas House of Representatives	State House District 144	101 S. Richey, Suite F	Pasadena	Harris	TX	77506
Elected Official - state	Mr.	Wayne	Smith	Representative	Texas House of Representatives	State House District 128	909 Decker Drive, Suite 104	Baytown	Harris	TX	77520
Elected Official - state	Mr.	Brandon	Creighton	Senator	Texas State Senate	State Senate District 4	P.O. Box 12068	Austin	Chambers/ Jefferson	TX	78711
Elected Official - state	Mr.	John	Whitmire	Senator	Texas State Senate	State Senate District 15	803 Yale Street	Houston	Harris	TX	77007
Elected Official - state	Mr.	Larry	Taylor	Senator	Texas State Senate	State Senate District 11	174 Calder Road, Suite 151	League City	Galveston	TX	77573
Elected Official - state	Mr.	Larry	Taylor	Senator	Texas State Senate	State Senate District 11	6117 Broadway, Suite 122	Pearland	Galveston/ Brazoria	TX	77581
Elected Official - state	Ms.	Sylvia	Garcia	Senator	Texas State Senate	State Senate District 6	5425 Polk Street, Suite 125	Houston	Harris	TX	77023

Appendix D

News Release



US Army Corps of Engineers
BUILDING STRONG®

District to hold Houston Ship Channel Expansion Channel Improvement Project public scoping meeting

Posted 4/19/2016

Release no. 16-019

GALVESTON, Texas (April 19, 2016) – The U.S. Army Corps of Engineers Galveston District will host two public scoping meetings May 17 and 19, 2016, to inform the public about the proposed study to prepare an Environmental Impact Statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP) in Harris and Galveston counties, Texas, which will study the feasibility of improvements to the HSC.

The open-house meetings are scheduled as follows:

5:30-8 p.m.

Houston Community College–Northeast Campus

555 Community College Drive

Houston, TX 77013

5:30-8p.m.

Sylvan Beach Pavilion

1 Sylvan Beach Drive

La Porte, TX 77571

“The purpose of the study is to examine the feasibility of improving navigation on the channel,” said Project Manager Andrea Catanzaro, USACE Galveston District. “This study will identify and evaluate a combination of modifications to the HSC to improve the efficiency and safety of the HSC system.”

According to Catanzaro, staff will work to gather public feedback about significant issues and impacts that need to be addressed in the analysis of environmental impacts and to help define the scope of the study. All public comments received will be considered in the draft FS/EIS pursuant to NEPA and USACE regulations. Comments will also be used to help determine the overall public interest of the proposed project.

“Public involvement is an essential part of the National Environmental Policy Act (NEPA) Federal Feasibility study processes and we encourage any dialoged that discusses concerns or issues surrounding the study,” said Catanzaro. “We also work with federal, state, local agencies and other interested organizations to incorporate their opinions when assessing the environmental consequences of the proposed action.”

The public scoping meetings will be conducted in English, and meeting materials will be provided in English and Spanish. Spanish language interpreters will be available to assist with translation.

Written comments may be mailed to Tammy Gilmore, CEMVN–PDN–CEP, P.O. Box 60267, New Orleans, LA 70160–0267. Comments may also be submitted electronically to tammy.h.gilmore@usace.army.mil or through

the study website located at

<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>. Questions concerning the draft EIS can be directed to (504) 862–1002; fax: (504) 862–1583. All comments must be received or postmarked by May 31, 2016.

For news and information, visit www.swg.usace.army.mil. Find us on Facebook, www.facebook.com/GalvestonDistrict or follow us on Twitter, www.twitter.com/USACEgalveston.

Appendix E

Coordinating Agency Letters



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

APR 19 2016

Ms. Sarah P. Bernhardt, Ph.D.
Galveston Bay Estuary Program
Program Manager
17041 El Camino Real, Ste. 210
Houston, TX 77058

Dear Ms. Bernhardt:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

We are inviting the participation of your agency as a Cooperating Agency pursuant to Council on Environmental Quality Regulations for Implementing the National Environmental Policy Act (40 CFR §1501.6 and §1508.5), the Water Resources Council principles and guidelines (42 U.S.C. §1962-3), and USACE Engineer Regulation (ER) 1105-2-100 (Paragraph 2-5.a.). The purpose of this request is to formalize, via designation as a Cooperating Agency, the continuing coordination and active participation by resource agencies in the study for the HSC ECIP. Furthermore, we would like to coordinate our review schedule for study completion so that all reviews and approvals will, to the maximum extent practicable, be conducted concurrently. This concurrent coordination is required by Section 2045 of the Water Resources Development Act of 2007 and Section 1001 of the Water Resources Reform Development Act of 2014. The following review periods for the IFR-EIS have been established in accordance with the current project schedule:

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USACE Galveston District Headquarters
2000 Fort Point Road
Galveston, Texas 77550
Conference Room 120

The purpose of the meeting is to also gain early key agency stakeholder input as recommended by ER 1105-2-100 on the problems and opportunities related to improving deep draft navigation in the planned reaches of the HSC. We appreciate this opportunity to invite your participation as a Cooperating Agency and request that you advise us as to whether the report review periods shown above are acceptable. In addition, please let us know if you plan to attend the Interagency Meeting, either remotely or in person. The meeting will be available by teleconference and web meeting (webinar address <http://www.webmeeting.att.com>, call-in and web meeting number 888-204-5984, access code 8149390, security code 2016). If you plan to attend in person, please advise my staff so we can facilitate your entry into the Galveston District facility. Please contact Andrea Catanzaro at (409) 766-6346, andrea.catanzaro@usace.army.mil.

Sincerely,

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Ray Newby
Texas General Land Office
P.O. Box 12873
Austin, TX 78711

Dear Mr. Newby:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Rusty Swafford
Branch Supervisor
National Marine Fisheries Service
Habitat Conservation Division
4700 Avenue U
Galveston, TX 77551

Dear Mr. Swafford:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Kevin Cauble
Manager, Emissions Assessment Section
Texas Commission on Environmental Quality
P.O. Box 13087, MC-164
Austin, TX 78711-3087

Dear Mr. Cauble:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Peter Schaefer
Texas Commission on Environmental Quality
Water Quality Division
P.O. Box 13087, MC-150
Austin, TX 78711-3087

Dear Mr. Schaefer:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Mark Wolfe
Texas Historical Commission
Executive Director
PO BOX 12276
Austin, TX 78711

Dear Mr. Wolfe:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Director, Regional Planning and
Environmental Center



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

APR 19 2016

Ms. Rebecca Hensley
Regional Director, Ecosystem Resources Program
Texas Parks and Wildlife Department
1502 FM 517 East
Dickinson, TX 77539

Dear Ms. Hensley:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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

APR 19 2016

Ms. Karla Guthrie, Ph.D.
Team Lead, Bays and Estuaries Program
Texas Water Development Board
P.O. Box 13231
Austin, TX 78711-3231

Dear Ms. Guthrie:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Eric W. Verwers
Director, Regional Planning and
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DEPARTMENT OF THE ARMY
GALVESTON DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1229
GALVESTON, TEXAS 77553-1229

APR 19 2016

Mr. Matthew Mahoney
Waterways Program Coordinator
Texas Department of Transportation, Maritime Division
118 E. Riverside Drive
Austin, Texas 78704

Dear Mr. Mahoney:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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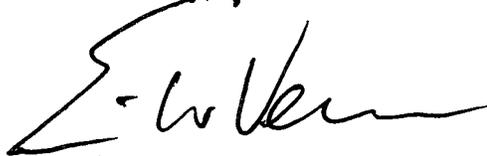
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May 3, 2016 – 1:00 PM to 4:00 PM
USACE Galveston District Headquarters
2000 Fort Point Road
Galveston, Texas 77550
Conference Room 120

The purpose of the meeting is to also gain early key agency stakeholder input as recommended by ER 1105-2-100 on the problems and opportunities related to improving deep draft navigation in the planned reaches of the HSC. We appreciate this opportunity to invite your participation as a Cooperating Agency and request that you advise us as to whether the report review periods shown above are acceptable. In addition, please let us know if you plan to attend the Interagency Meeting, either remotely or in person. The meeting will be available by teleconference and web meeting (webinar address <http://www.webmeeting.att.com>, call-in and web meeting number 888-204-5984, access code 8149390, security code 2016). If you plan to attend in person, please advise my staff so we can facilitate your entry into the Galveston District facility. Please contact Andrea Catanzaro at (409) 766-6346, andrea.catanzaro@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric W. Verwers". The signature is fluid and cursive, with a large initial "E" and "V".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Rear Admiral David R. Callahan
Eighth Coast Guard District
Hale Boggs Federal Building
500 Poydras St., Suite 1324
New Orleans, LA 70130-3396

Dear Rear Admiral Callahan:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

We are inviting the participation of your agency as a Cooperating Agency pursuant to Council on Environmental Quality Regulations for Implementing the National Environmental Policy Act (40 CFR §1501.6 and §1508.5), the Water Resources Council principles and guidelines (42 U.S.C. §1962-3), and USACE Engineer Regulation (ER) 1105-2-100 (Paragraph 2-5.a.). The purpose of this request is to formalize, via designation as a Cooperating Agency, the continuing coordination and active participation by resource agencies in the study for the HSC ECIP. Furthermore, we would like to coordinate our review schedule for study completion so that all reviews and approvals will, to the maximum extent practicable, be conducted concurrently. This concurrent coordination is required by Section 2045 of the Water Resources Development Act of 2007 and Section 1001 of the Water Resources Reform Development Act of 2014. The following review periods for the IFR-EIS have been established in accordance with the current project schedule:

Review of Draft IFR-EIS – 45-day review period begins May 2017
State & Agency Review of Final IFR-EIS – 30-day review begins July 2019

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Scott Alford
District Conservationist
US Department of Agriculture
National Resources Conservation Service
7705 West Bay Road
Baytown, TX 77523

Dear Mr. Alford:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Ms. Maria Martinez
Section Chief, Wetland Section
U.S. Environmental Protection Agency Region 6
1445 Ross Avenue
Dallas, TX 75202-2733

Dear Ms. Martinez:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Chuck Ardizzone
Project Leader
US Fish and Wildlife Service
Texas Coastal Ecological Services Field Office
17629 El Camino Real, Suite 211
Houston, Texas 77058

Dear Mr. Ardizzone:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Port of Houston Authority, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center

Appendix F

Elected Official and Tribal Coordination Letters



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Mercedes Renteria III
Council Member District 1
City of Baytown
2401 Market St. P.O. Box 424
Baytown, TX 77522

To Mr. Renteria III:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

The study will be focusing on examining the feasibility of improving navigation on the HSC. The study area encompasses the HSC and surrounding region. In general, the entire HSC will be evaluated for up to date current and projected vessel size and traffic. The study focus will include deepening and widening opportunities of the upper reach of the HSC referred to as Boggy Bayou (downstream of the Sam Houston Toll Road) to the Main Turning Basin at the terminus of Buffalo Bayou, currently at depths of 36 and 45 feet; improvements to side channels, Bayport Ship Channel and Barbour's Cut Channel; and Galveston Bay Reach safety and efficiency enhancements. This study does not include deepening of the HSC beyond 45 feet. It is the USACE's intent to integrate the feasibility study (FS) and environmental impact statement (EIS) processes to result in a single FS/EIS report as a result of the study.

The purpose of these scoping meetings is to inform the public about the proposed study, the EIS and Federal FS processes, and to solicit their input and views on the issues and concerns to be addressed in the proposed study and assessment of environmental impacts. The USACE encourages full public participation to promote open communication on the issues surrounding the study. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged. All public comments received will be considered in the draft FS/EIS pursuant to the National Environmental Policy Act (NEPA), Federal water resource policy, and USACE regulations. Comments will also be used to help determine the overall public interest of the proposed project.

For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Chris Presley
Council Member District 2
City of Baytown
2401 Market St. P.O. Box 424
Baytown, TX 77522

To Mr. Presley:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Brandon Capetillo
Council Member District 3
City of Baytown
2401 Market St. P.O. Box 424
Baytown, TX 77522

To Mr. Capetillo:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Terry Sain
Council Member District 4
City of Baytown
2401 Market St. P.O. Box 424
Baytown, TX 77522

To Mr. Sain:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Mr. Robert C. Hoskins
Council Member District 5
City of Baytown
2401 Market St. P.O. Box 424
Baytown, TX 77522

To Mr. Hoskins:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in cursive script that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. David McCartney
Council Member District 6
City of Baytown
2401 Market St. P.O. Box 424
Baytown, TX 77522

To Mr. McCartney:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Stephen H. DonCarlos
Mayor
City of Baytown
2401 Market St. P.O. Box 424
Baytown, TX 77522

To Mr. DonCarlos:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Dana Colquitt
Alderman
City of Beach City
12723 FM 2354
Beach City, TX 77523

To Ms. Colquitt:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Douglas Walker
Alderman
City of Beach City
12723 FM 2354
Beach City, TX 77523

To Mr. Walker:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Paul Newman III
Alderman
City of Beach City
12723 FM 2354
Beach City, TX 77523

To Mr. Newman III:

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Raymond Smith
Alderman
City of Beach City
12723 FM 2354
Beach City, TX 77523

To Mr. Smith:

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U.S. ARMY ENGINEER DISTRICT, GALVESTON
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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Billy Combs
Mayor
City of Beach City
12723 FM 2354
Beach City, TX 77523

To Mr. Combs:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Jackey "Jack" Lasater
Mayor Pro-Tem, Alderman
City of Beach City
12723 FM 2354
Beach City, TX 77523

To Mr. Lasater:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Al Burns, Jr.
Council Member
City of Clear Lake Shores
1006 South Shore Drive
Clear Lake Shores, TX 77565

To Mr. Burns, Jr.:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Ms. Amanda Fenwick
Council Member
City of Clear Lake Shores
1006 South Shore Drive
Clear Lake Shores, TX 77565

To Ms. Fenwick:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Byran Hoerner
Council Member
City of Clear Lake Shores
1006 South Shore Drive
Clear Lake Shores, TX 77565

To Mr. Hoerner:

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Carlo Ianni
Council Member
City of Clear Lake Shores
1006 South Shore Drive
Clear Lake Shores, TX 77565

To Mr. Ianni:

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26 April 2016

Ms. Jan Bailey
Council Member
City of Clear Lake Shores
1006 South Shore Drive
Clear Lake Shores, TX 77565

To Ms. Bailey:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Mr. Vern Johnson
Mayor
City of Clear Lake Shores
1006 South Shore Drive
Clear Lake Shores, TX 77565

To Mr. Johnson:

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Sherry Garrison
Council Member 1
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Ms. Garrison:

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26 April 2016

Mr. Thane Harrison
Council Member 2
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Mr. Harrison:

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26 April 2016

Mr. Tommy Ginn
Council Member 3
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Mr. Ginn:

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26 April 2016

Mr. Bill Patterson
Council Member 4
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Mr. Patterson:

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26 April 2016

Mr. Ron Martin
Council Member 5
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Mr. Martin:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Ms. Rae A. Sinor
Council Member 6
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Ms. Sinor:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Jerry Mouton, Jr.
Mayor
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Mr. Mouton, Jr.:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Robert Kumar-Misir
Council Member 1
City of El Lago
411 Tallowood Dr
El Lago, TX 77586

To Mr. Kumar-Misir:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Jeff Michalak
Council Member 2
City of El Lago
411 Tallowood Dr
El Lago, TX 77586

To Mr. Michalak:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Sincerely,

A handwritten signature in black ink, appearing to read "Eric W. Verwers", is positioned below the "Sincerely," text.

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

26 April 2016

Ms. Carolynn Stanley
Council Member 3
City of El Lago
411 Tallowood Dr
El Lago, TX 77586

To Ms. Stanley:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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REPLY TO
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. John Skelton
Council Member 4
City of El Lago
411 Tallowood Dr
El Lago, TX 77586

To Mr. Skelton:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Jeff Tave
Council Member 5
City of El Lago
411 Tallowood Dr
El Lago, TX 77586

To Mr. Tave:

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Director, Regional Planning and
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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Robert White
Mayor
City of El Lago
411 Tallowood Dr
El Lago, TX 77586

To Mr. White:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Esmeralda Moya
Mayor
City of Galena Park
2000 Clinton Dr. P.O. Box 46
Galena Park, TX 77547

To Ms. Moya:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Danny Simms
Position 1
City of Galena Park
2000 Clinton Dr. P.O. Box 46
Galena Park, TX 77547

To Mr. Simms:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Cruz R. Hinojoa, Jr.
Position 2
City of Galena Park
2000 Clinton Dr. P.O. Box 46
Galena Park, TX 77547

To Mr. Hinojoa, Jr. :

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Sincerely,

A handwritten signature in black ink, appearing to read "Eric W. Verwers", is positioned below the word "Sincerely,".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

26 April 2016

Ms. Maricela Serna
Position 3
City of Galena Park
2000 Clinton Dr. P.O. Box 46
Galena Park, TX 77547

To Ms. Serna:

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Eric W. Verwers
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Juan Flores
Position 4
City of Galena Park
2000 Clinton Dr. P.O. Box 46
Galena Park, TX 77547

To Mr. Flores:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Mike Knox
Council Member At-Large 1
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Knox:

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. David Robinson
Council Member At-Large 2
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Robinson:

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Michael Kubosh
Council Member At-Large 3
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Kubosh:

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Eric W. Verwers
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GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Amanda Edwards
Council Member At-Large 4
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Ms. Edwards:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Mr. Jack Christie
Council Member At-Large 5
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Christie:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Ms. Brenda Stardig
Council Member District A
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Ms. Stardig:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Jerry Davis
Council Member District B
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Davis:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Ellen Cohen
Council Member District C
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Ms. Cohen:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Sincerely,

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Dwight Boykins
Council Member District D
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Boykins:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Dave Martin
Council Member District E
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Martin:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Steve Le
Council Member District F
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Le:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Greg Travis
Council Member District G
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Travis:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Ms. Karla Cisneros
Council Member District H
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Ms. Cisneros:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Robert Gallegos
Council Member District I
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Gallegos:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Mike Laster
Council Member District J
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Laster:

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Larry Green
Council Member District K
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Green:

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Sylvester Turner
Mayor
City of Houston
900 Bagby, City Hall Annex, First Floor
Houston, TX 77002

To Mr. Turner:

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Jimmy "JJ" Rivas
Council Member 1
City of Jacinto City
1301 Mercury Drive
Houston, TX 77029

To Mr. Rivas:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Gregg Robinson
Council Member 2
City of Jacinto City
1301 Mercury Drive
Houston, TX 77029

To Mr. Robinson:

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26 April 2016

Mr. Allen Lee
Council Member 3
City of Jacinto City
1301 Mercury Drive
Houston, TX 77029

To Mr. Lee:

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26 April 2016

Ms. Carmela Garcia
Council Member 4
City of Jacinto City
1301 Mercury Drive
Houston, TX 77029

To Ms. Garcia:

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26 April 2016

Mr. Mario Gonzales
Council Member 5
City of Jacinto City
1301 Mercury Drive
Houston, TX 77029

To Mr. Gonzales:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Ms. Ana Diaz
Mayor
City of Jacinto City
1301 Mercury Drive
Houston, TX 77029

To Ms. Diaz:

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Rhonda Trevino
Council Member 1
City of Kemah
1401 State Highway 146
Kemah, TX 77565

To Ms. Trevino:

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in cursive script that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Ms. Wanda Zimmer
Council Member 2
City of Kemah
1401 State Highway 146
Kemah, TX 77565

To Ms. Zimmer:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Bill Kerber, Jr.
Council Member 3
City of Kemah
1401 State Highway 146
Kemah, TX 77565

To Mr. Kerber, Jr.:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Robin Collins
Council Member 4
City of Kemah
1401 State Highway 146
Kemah, TX 77565

To Ms. Collins:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Wayne Rast
Council Member 5
City of Kemah
1401 State Highway 146
Kemah, TX 77565

To Mr. Rast:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Carl Joiner
Mayor
City of Kemah
1401 State Highway 146
Kemah, TX 77565

To Mr. Joiner:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Mr. John P. Zemanek
Council Member At Large A
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Mr. Zemanek:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Dottie Kaminski
Council Member At Large B
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Ms. Kaminski:

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Eric W. Verwers
Director, Regional Planning and
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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Danny Earp
Council Member District 1
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Mr. Earp:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Chuck Engelken
Council Member District 2
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Mr. Engelken:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Daryl Leonard
Council Member District 3
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Mr. Leonard:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Ms. Kristin Martin
Council Member District 4
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Ms. Martin:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Jay Martin
Council Member District 5
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Mr. Martin:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Mike Clausen
Council Member District 6
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Mr. Clausen:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Louis R. Rigby
Mayor
City of La Porte
604 W. Fairmont Parkway
La Porte, TX 77571

To Mr. Rigby:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Craig Bland
Council Member
City of Morgan's Point
1415 E. Main Street
Morgan's Point, TX 77571

To Mr. Bland:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Dick Wright
Council Member
City of Morgan's Point
1415 E. Main Street
Morgan's Point, TX 77571

To Mr. Wright:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Mr. Mike Fowler
Council Member
City of Morgan's Point
1415 E. Main Street
Morgan's Point, TX 77571

To Mr. Fowler:

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26 April 2016

Ms. June Vicenik
Council Member
City of Morgan's Point
1415 E. Main Street
Morgan's Point, TX 77571

To Ms. Vicenik:

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26 April 2016

Mr. Thomas Sheffield
Council Member
City of Morgan's Point
1415 E. Main Street
Morgan's Point, TX 77571

To Mr. Sheffield:

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Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Michael Bechtel
Mayor
City of Morgan's Point
1415 E. Main Street
Morgan's Point, TX 77571

To Mr. Bechtel:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Bob Wartens
Council Member
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Mr. Wartens:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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U.S. ARMY ENGINEER DISTRICT, GALVESTON
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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Bryce Klug
Council Member
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Mr. Klug:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Harry Dollar
Council Member
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Mr. Dollar:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Dr. Sandra Mossman
Council Member
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Dr. Mossman:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Mr. John Mahon
Council Member
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Mr. Mahon:

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26 April 2016

Mr. Jonathan Amdur
Council Member
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Mr. Amdur:

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26 April 2016

Mr. Mark Denman
Mayor
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Mr. Denman:

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26 April 2016

Mr. Bruce Leamon
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Leamon:

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26 April 2016

Mr. Cody Ray Wheeler
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Wheeler:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Darrell Morrison
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Morrison:

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26 April 2016

Mr. Sammy Casados
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Casados:

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Director, Regional Planning and
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26 April 2016

Mr. Orinaldo Ybarra
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Ybarra:

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26 April 2016

Mr. Pat Van Houte
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Van Houte:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Mr. Cary Bass
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Bass:

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26 April 2016

Mr. Johnny Isbell
Mayor
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Isbell:

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26 April 2016

Mr. O.J. Miller
Council Member
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Mr. Miller:

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26 April 2016

Mr. Melissa Botkin
Council Member
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Mr. Botkin:

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26 April 2016

Mr. Mike Giangrosso
Council Member
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Mr. Giangrosso:

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Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Robert Llorente
Council Member
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Mr. Llorente:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Glenna Adovasio
Council Member
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Ms. Adovasio:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Glenn Royal
Mayor
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Mr. Royal:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. David Jennings
Council Member
City of Shoreacres
601 Shoreacres Blvd.
Shoreacres, TX 77571

To Mr. Jennings:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Mr. Mike Wheeler
Council Member
City of Shoreacres
601 Shoreacres Blvd.
Shoreacres, TX 77571

To Mr. Wheeler:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Nancy J. Schnell
Council Member
City of Shoreacres
601 Shoreacres Blvd.
Shoreacres, TX 77571

To Ms. Schnell:

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26 April 2016

Mr. Jerome McKown
Council Member
City of Shoreacres
601 Shoreacres Blvd.
Shoreacres, TX 77571

To Mr. McKown:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Richard Adams
Council Member
City of Shoreacres
601 Shoreacres Blvd.
Shoreacres, TX 77571

To Mr. Adams:

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26 April 2016

Mr. Rick Moses
Mayor
City of Shoreacres
601 Shoreacres Blvd.
Shoreacres, TX 77571

To Mr. Moses:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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26 April 2016

Mr. Bob Davee
Council Member
City of Taylor Lake Village
500 Kirby Blvd.
Taylor Lake Village, TX 77586

To Mr. Davee:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in cursive script that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Doug Blanchard
Council Member
City of Taylor Lake Village
500 Kirby Blvd.
Taylor Lake Village, TX 77586

To Mr. Blanchard:

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Doug Shows
Council Member
City of Taylor Lake Village
500 Kirby Blvd.
Taylor Lake Village, TX 77586

To Mr. Shows:

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Director, Regional Planning and
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26 April 2016

Mr. Einar Goerland
Council Member
City of Taylor Lake Village
500 Kirby Blvd.
Taylor Lake Village, TX 77586

To Mr. Goerland:

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Tony Galt
Council Member
City of Taylor Lake Village
500 Kirby Blvd.
Taylor Lake Village, TX 77586

To Mr. Galt:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. John Keeney
Mayor
City of Taylor Lake Village
500 Kirby Blvd.
Taylor Lake Village, TX 77586

To Mr. Keeney:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Dedrick D. Johnson, Sr.
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Mr. Johnson, Sr.:

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26 April 2016

Ms. Jami Clark
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Ms. Clark:

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GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Mike Land
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Mr. Land:

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26 April 2016

Ms. Dee Ann Haney
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Ms. Haney:

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Phil Roberts
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Mr. Roberts:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Thelma Bowie
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Ms. Bowie:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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**DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Mathew T. Doyle
Mayor
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Mr. Doyle:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. David "Bubba" Abernathy
Commissioner
Chambers County
P.O. Box 430
Anahuac, TX 77514

To Mr. Abernathy:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Gary R. Nelson
Commissioner
Chambers County
P.O. Box 1948
Mont Belvieu, TX 77580

To Mr. Nelson:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Mr. Mark Huddleston
Commissioner
Chambers County
P.O. Box 260
Winnie, TX 77665

To Mr. Huddleston:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Rusty Senac
Commissioner
Chambers County
7711 Highway 146
Baytown, TX 77523

To Mr. Senac:

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

26 April 2016

Ms. Heather H. Hawthorne
County Clerk
Chambers County
P.O. Box 728
Anahuac, TX 77514

To Ms. Hawthorne:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Judge Jimmy Sylvia
County Judge
Chambers County
P.O. Box 939
Anahuac, TX 77514

To Judge Sylvia:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Ms. Patti L. Henry
District Clerk
Chambers County
P.O. Box NN
Anahuac, TX 77514

To Ms. Henry:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Ken Clark
Commissioner
Galveston County
174 Calder Road Rm.112
League City, TX 77573

To Mr. Clark:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Kevin O'Brien
Commissioner
Galveston County
111730 Hwy 6
Santa Fe, TX 77510

To Mr. O'Brien:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Ryan Dennard
Commissioner
Galveston County
722 Moody, 1st Floor
Galveston, TX 77550

To Mr. Dennard:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Sincerely,

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Stephen D. Holmes
Commissioner
Galveston County
9850-A Emmett F. Lowry Expressway- Suite A100
Texas City, TX 77591

To Mr. Holmes:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Judge Mark Henry
County Judge
Galveston County
722 Moody, Suite 200
Galveston, TX 77550

To Judge Henry:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Mr. Gene Locke
Commissioner
Harris County
1001 Preston, 9th Fl.
Houston, TX 77002

To Mr. Locke:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Jack Morman
Commissioner
Harris County
1001 Preston, Rm. 924
Houston, TX 77002

To Mr. Morman:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. R. Jack Cagle
Commissioner
Harris County
1001 Preston, Suite 950
Houston, TX 77002

To Mr. Cagle:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Steve Radack
Commissioner
Harris County
1001 Preston, 9th Floor
Houston, TX 77002

To Mr. Radack:

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Stan Stanart
County Clerk
Harris County
P.O. Box 1525
Houston, TX 77251

To Mr. Stanart:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

26 April 2016

Judge Ed Emmett
County Judge
Harris County
1001 Preston, Suite 911
Houston, TX 77002

To Judge Emmett:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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REPLY TO
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DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Al Green
Congressman
US House of Representatives
3003 South Loop West, Suite 460
Houston, TX 77054

To Mr. Green:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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**DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Gene Green
Congressman
US House of Representatives
256 North Sam Houston Parkway East, Suite 29
Houston, TX 77060

To Mr. Green:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Sincerely,

A handwritten signature in black ink, reading "Eric W. Verwers", is positioned above the typed name.

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Gene Green
Congressman
US House of Representatives
11811 I-10 East., Suite 430
Houston, TX 77029

To Mr. Green:

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Eric W. Verwers
Director, Regional Planning and
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**DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. John Culberson
Congressman
US House of Representatives
10000 Memorial Drive Suite 620
Houston, TX 77024

To Mr. Culberson:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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U.S. ARMY ENGINEER DISTRICT, GALVESTON
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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Kevin Brady
Congressman
US House of Representatives
200 River Pointe, Suite 304
Conroe, TX 77304

To Mr. Brady:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Michael McCaul
Congressman
US House of Representatives
1773 Westborough Drive, Suite 223
Katy, TX 77449

To Mr. McCaul:

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

26 April 2016

Mr. Michael McCaul
Congressman
US House of Representatives
990 Village Square, Suite B
Tomball, TX 77375

To Mr. McCaul:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Pete Olson
Congressman
US House of Representatives
1650 Highway 6, Suite 150
Sugar Land, TX 77478

To Mr. Olson:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Pete Olson
Congressman
US House of Representatives
6302 W. Broadway St, Ste 220
Pearland, TX 77581

To Mr. Olson:

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

26 April 2016

Mr. Pete Olson
Congressman
US House of Representatives
22333 Grand Corner Dr, Suite 151
Katy, TX 77494

To Mr. Olson:

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

26 April 2016

Mr. Randy Weber
Congressman
US House of Representatives
510 Cannon House Office Building
Washington, DC 20515

To Mr. Weber:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Mr. Randy Weber
Congressman
US House of Representatives
505 Orleans Street, Suite 103
Beaumont, TX 77701

To Mr. Weber:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Randy Weber
Congressman
US House of Representatives
122 West Way, Suite 301
Lake Jackson, TX 77566

To Mr. Weber:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Randy Weber
Congressman
US House of Representatives
174 Calder Road, Suite 150
League City, TX 77573

To Mr. Weber:

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Brian Babin
Congressman
US House of Representatives
420 Green Avenue
Orange, TX 77630

To Mr. Babin:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Ted Poe
Congressman
US House of Representatives
1801 Kingwood Drive, Suite 240
Kingwood, TX 77339

To Mr. Poe:

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P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Ted Poe
Congressman
US House of Representatives
710 N. Post Oak Road, Suite 510
Houston, TX 77024

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Ms. Sheila Jackson Lee
Congresswoman
US House of Representatives
6719 West Montgomery, Suite 204
Houston, TX 77091

To Ms. Jackson Lee:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Ms. Sheila Jackson Lee
Congresswoman
US House of Representatives
4300 Lyons Ave.
Houston, TX 77020

To Ms. Jackson Lee:

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Sheila Jackson Lee
Congresswoman
US House of Representatives
420 West 19th Street
Houston, TX 77008

To Ms. Jackson Lee:

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Sheila Jackson Lee
Congresswoman
US House of Representatives
1919 Smith Street, Suite 1180
Houston, TX 77002

To Ms. Jackson Lee:

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

26 April 2016

Mr. John Cornyn
Senator
US Senate
5300 Memorial Drive Suite 980
Houston, TX 77007

To Mr. Cornyn:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Ted Cruz
Senator
US Senate
808 Travis Street, Suite 1420
Houston, TX 77002

To Mr. Cruz:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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

26 April 2016

Mr. Greg Abbott
Governor of Texas
Office of the Governor
P.O. Box 12428
Austin, TX 78711

To Mr. Abbott:

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

26 April 2016

Ms. Ana Hernandez
Representative
Texas House of Representatives
1233 Mercury Drive
Houston , TX 77029

To Ms. Hernandez:

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Wayne Faircloth
Representative
Texas House of Representatives
2121 Market Street
Galveston, TX 77550

To Mr. Faircloth:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Greg Bonnen
Representative
Texas House of Representatives
174 Calder Rd. Ste. 116
League City, TX 77573

To Mr. Bonnen:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



REPLY TO
ATTENTION OF:

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

26 April 2016

Mr. Harold V. Dutton
Representative
Texas House of Representatives
8799 N. Loop East, Suite 305
Houston , TX 77029

To Mr. Dutton:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Dennis Paul
Representative
Texas House of Representatives
17225 El Camino Real Blvd., Suite 415
Houston , TX 77058

To Mr. Paul:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229

26 April 2016

Mr. Gilbert Peña
Representative
Texas House of Representatives
101 S. Richey, Suite F
Pasadena, TX 77506

To Mr. Peña:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Wayne Smith
Representative
Texas House of Representatives
909 Decker Drive, Suite 104
Baytown, TX 77520

To Mr. Smith:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Director, Regional Planning and
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U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Brandon Creighton
Senator
Texas State Senate
P.O. Box 12068
Austin, TX 78711

To Mr. Creighton:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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Eric W. Verwers
Director, Regional Planning and
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**DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, GALVESTON
CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. John Whitmire
Senator
Texas State Senate
803 Yale Street
Houston, TX 77007

To Mr. Whitmire:

This letter is to notify you of the opportunity to attend public scoping meetings about the U.S. Army Corps of Engineers' (USACE) study being done in cooperation with the Port of Houston Authority (PHA), the non-Federal sponsor, to identify and evaluate a combination of modifications to the Houston Ship Channel (HSC) to improve the navigation efficiency and safety of the HSC system. The public scoping meetings will be held on **Tuesday, May 17, 2016, at Houston Community College Northeast Campus, 555 Community College Drive, Houston, TX 77013, from 5:30 p.m. to 8:00 p.m., and Thursday, May 19, 2016, at Sylvan Beach Pavilion, 1 Sylvan Beach Dr., La Porte, TX 77571, from 5:30 p.m. to 8:00 p.m.** The public notice inviting all interested persons to attend is attached for your reference. This notice will be published in the *Houston Chronicle* and *La Voz de Houston* prior to the first scheduled public scoping meeting.

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Larry Taylor
Senator
Texas State Senate
174 Calder Road, Suite 151
League City, TX 77573

To Mr. Taylor:

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Mr. Larry Taylor
Senator
Texas State Senate
6117 Broadway, Suite 122
Pearland , TX 77581

To Mr. Taylor:

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CORPS OF ENGINEERS
P.O. BOX 1229
GALVESTON, TEXAS 77553-1229**

26 April 2016

Ms. Sylvia Garcia
Senator
Texas State Senate
5425 Polk Street, Suite 125
Houston , TX 77023

To Ms. Garcia:

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For further information, please contact Ms. Tammy Gilmore, CEMVN-PDN-CEP, P.O. Box 60267, New Orleans, LA 70160-0267; telephone: (504) 862-1002; fax: (504) 862-1583; email: HSC-ECIP@usace.army.mil. or visit the project website: <http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Ms. Nina Battise
Chairperson
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livingston, Texas 77351

Dear Chairperson Battise:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Texas General Land Office, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

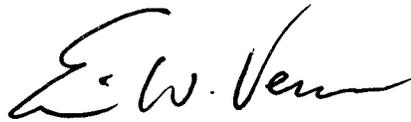
In partial fulfillment of responsibilities under Executive Order 13175, the National Environmental Policy Act, Federal water resource planning policy, and Section 106 of the National Historic Preservation Act, the Corps offers you the opportunity to review and comment on the potential of the proposed study to significantly affect protected tribal resources, tribal rights, or Indian lands. Furthermore, we would like to coordinate our review schedule for study completion so that all reviews and approvals will, to the maximum extent practicable, be conducted concurrently. This concurrent coordination is required by Section 2045 of the Water Resources Development Act of 2007 and Section 1001 of the Water Resources Reform Development Act of 2014. The following review periods for the IFR-EIS have been established in accordance with the current project schedule:

Review of Draft IFR-EIS – 45-day review period begins May 2017
State & Agency Review of Final IFR-EIS – 30-day review begins July 2019

We request that you advise us as to whether the report review periods shown above are acceptable. In addition, please let us know if you plan to attend the Interagency Meeting, either remotely or in person. The meeting will be available by teleconference and web meeting (webinar address <http://www.webmeeting.att.com>, call-in and web

meeting number 888-204-5984, access code 8149390, security code 2016). If you plan to attend in person, please advise my staff so we can facilitate your entry into the Galveston District facility. Please contact Andrea Catanzaro at (409) 766-6346, andrea.catanzaro@usace.army.mil.

Sincerely,

A handwritten signature in black ink that reads "Eric W. Verwers". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. William Owens
Tribal Administrator
The Comanche Nation
584 NW Bingo Road
Lawton, Oklahoma 73507

Dear Administrator Owens:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Texas General Land Office, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Sincerely,

A handwritten signature in black ink, appearing to read "Eric W. Verwers". The signature is fluid and cursive, with a large initial "E" and "V".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Kevin Stickney
Chairman
Coushatta Tribe of Louisiana
1940 C.C. Bel Road
Elton, Louisiana 70532

Dear Chairman Stickney:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Texas General Land Office, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Sincerely,

A handwritten signature in black ink, appearing to read "Eric W. Verwers". The signature is fluid and cursive, with a large initial "E" and "V".

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Ms. Amber Toppah
Chairperson
Kiowa Indian Tribe of Oklahoma
P.O. Box 370
Carnegie, Oklahoma 73016

Dear Chairperson Toppah:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Texas General Land Office, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Sincerely,

A handwritten signature in black ink, appearing to read "E. W. Verwers". The signature is fluid and cursive, with a long horizontal stroke at the end.

Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Danny Breuninger, Jr.
President
Mescalero Apache Tribe
P.O. Box 227
Mescalero, New Mexico 88340

Dear President Breuninger:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Texas General Land Office, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Sincerely,

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Eric W. Verwers
Director, Regional Planning and
Environmental Center



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

APR 19 2016

Mr. Russell Martin
President
Tonkawa Tribe of Oklahoma
1 Rush Buffalo Road
Tonkawa, Oklahoma 74654

Dear President Martin:

The U.S. Army Corps of Engineers, Galveston District (Corps) intends to prepare an Integrated Feasibility Report and Environmental Impact Statement (IFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) Feasibility Study. The Corps and the non-federal sponsor, the Texas General Land Office, would like to invite your agency to participate as a Cooperating Agency in the development of the IFR-EIS. The IFR-EIS will identify and evaluate the feasibility of developing a plan for improving deep draft navigation along the HSC. The study will focus on opportunities to deepen and widen the upper reach of the HSC (Boggy Bayou to the Main Turning Basin), improvements to the HSC side channels Bayport Ship Channel (BSC) and Barbour's Cut Channel (BCC), and safety and efficiency enhancements in the Galveston Bay Reach of the HSC such as anchorages and meeting lanes.

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Sincerely,

A handwritten signature in black ink, appearing to read "Eric W. Verwers". The signature is fluid and cursive, with a large initial "E" and "V".

Eric W. Verwers
Director, Regional Planning and
Environmental Center

Appendix G

Attendee Cards



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting

Tuesday, May 17, 2016

Houston Community College Northeast Campus

555 Community College Drive

Houston, TX 77013

ARE YOU A PUBLIC OFFICIAL? ¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Leah Oberlin

Mailing Address/Dirección 4014 Gramercy St

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, Tx 77025

Email Address/Correo Electrónico loberlin1@gmail.com

Affiliation/Afiliación _____

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Word of Mouth

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting

Tuesday, May 17, 2016

Houston Community College Northeast Campus

555 Community College Drive

Houston, TX 77013

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Derek Darnell

Mailing Address/Dirección 13301 E Fwy

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, TX 77015

Email Address/Correo Electrónico Derek50200@aol.com

Affiliation/Afiliación _____

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marquee uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting
Tuesday, May 17, 2016

Houston Community College Northeast Campus
555 Community College Drive
Houston, TX 77013

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Esposito, Daniel

Mailing Address/Dirección 1919 Smith

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, TX 77002

Email Address/Correo Electrónico Daniel.Esposito @ Mail.House. Go ✓

Affiliation/Afiliación Congresswoman Sheila Jackson Lee

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

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Public Scoping Meeting

Tuesday, May 17, 2016

Houston Community College Northeast Campus

555 Community College Drive

Houston, TX 77013

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Kenton Braun

Mailing Address/Dirección 10497 Town & Country Way

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77024

Email Address/Correo Electrónico kbraun@pndengineers.com

Affiliation/Afiliación PND Engineers

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marquee uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Waterways Magazine

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting

Tuesday, May 17, 2016

Houston Community College Northeast Campus

555 Community College Drive

Houston, TX 77013

Harris County
Transportation Police
Advisor

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: Transportation Police Advisor

First and Last Name/Nombre y Apellido Barbara Koslov

Mailing Address/Dirección 1001 Preston Suite 911

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, TX 77002

Email Address/Correo Electrónico barbara.koslov@cjo.hctx.net

Affiliation/Afiliación Harris County

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marquee uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting

Tuesday, May 17, 2016

Houston Community College Northeast Campus

555 Community College Drive

Houston, TX 77013

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Gordon Keenan

Mailing Address/Dirección Higman Marine Service, 16530 Peninsula Rd

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77015

Email Address/Correo Electrónico gordiek@higman.com

Affiliation/Afiliación Higman Marine

How did you learn about this scoping meeting? (Please check one)/ Como aprendió usted de esta reunión? (Por favor marquee uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

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Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting

Tuesday, May 17, 2016

Houston Community College Northeast Campus

555 Community College Drive

Houston, TX 77013

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Joanye Henderson

Mailing Address/Dirección 1001 Preston, Suite 950

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, TX 77002

Email Address/Correo Electrónico jhenderson@hpc4.net

Affiliation/Afiliación Harris County Commissioner Cagle

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marquee uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

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Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting
Thursday, May 19, 2016
Sylvan Beach Pavilion
1 Sylvan Beach Drive
La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido PHILIP KROFF

Mailing Address/Dirección 515 WEST MAIN ST.

City, State, Zip Code/Ciudad, Estado, Código Postal HOUSTON, TX 77006

Email Address/Correo Electrónico PKROFF@FLASH.NET

Affiliation/Afiliación TMCA (TEXAS MARINERS CRUISING ASSOC.) REC PORTAL REL. TO LOWE STAR HARBOR STUDY COMMISSION

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marquee uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) INVOLVEMENT WITH LOWE STAR HSC

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting
Thursday, May 19, 2016
Sylvan Beach Pavilion
1 Sylvan Beach Drive
La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Stuart Berg

Mailing Address/Dirección 15902 Mesa Verde

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, TX 77059

Email Address/Correo Electrónico sberg@usdg.com

Affiliation/Afiliación USD Group LLC

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marquee uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting
Thursday, May 19, 2016
Sylvan Beach Pavilion
1 Sylvan Beach Drive
La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido Diego Wright

Mailing Address/Dirección 431 Bayhills Rd

City, State, Zip Code/Ciudad, Estado, Código Postal Morgan's Point TX 77571

Email Address/Correo Electrónico _____

Affiliation/Afiliación _____

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting
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Sylvan Beach Pavilion
1 Sylvan Beach Drive
La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: STATE REP

First and Last Name/Nombre y Apellido GILBERT PENA

Mailing Address/Dirección P.O. BOX 3113

City, State, Zip Code/Ciudad, Estado, Código Postal PASADENA, TX. 77501

Email Address/Correo Electrónico PENA.GILBERT@SRGLOBAL.NET

Affiliation/Afiliación _____

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) INVITED

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____

Appendix H

**Meeting Materials: Project Newsletter, Attendee Card, Comment Form,
Informational Presentation Narration Script**



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

**US Army Corps
of Engineers®**
Galveston District

Study Guide Spring 2016

About the Study

The Environmental Impact Statement (EIS) and Feasibility Study for the proposed Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP) are intended to identify and evaluate a combination of modifications to improve the efficiency *and* safety of the Houston Ship Channel.

The U.S. Army Corps of Engineers, or the Corps, is leading this study in collaboration with the non-Federal sponsor, the Port of Houston Authority. The Corps leads the development of the EIS, and their own Feasibility Study. The EIS preparation and Feasibility Study will be conducted concurrently to result in a single integrated Feasibility Study and EIS document.

In March 2016 a Notice of Intent to Prepare a Draft Environmental Impact Statement for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas was published in the Federal Register.

About the Houston Ship Channel

The ongoing efficiency, safety and navigability of the Houston Ship Channel are vital to maintaining the health of the regional and state economy.

- ▶ The Houston Ship Channel is approximately 52 miles in length, and it serves a complex of diversified public and private facilities collectively known as the Port of Houston.
- ▶ The Port of Houston is a strategic gateway for cargo originating in or destined for the United States West or Midwest. Each year, more than 200 million tons of cargo moves through the Port of Houston, carried by more than 8,000 vessels and 200,000 barges.
- ▶ A Water Resources Development Act (WRDA) section 905b report was prepared recommending further studies for the improvement of the Houston Ship Channel in 2014.

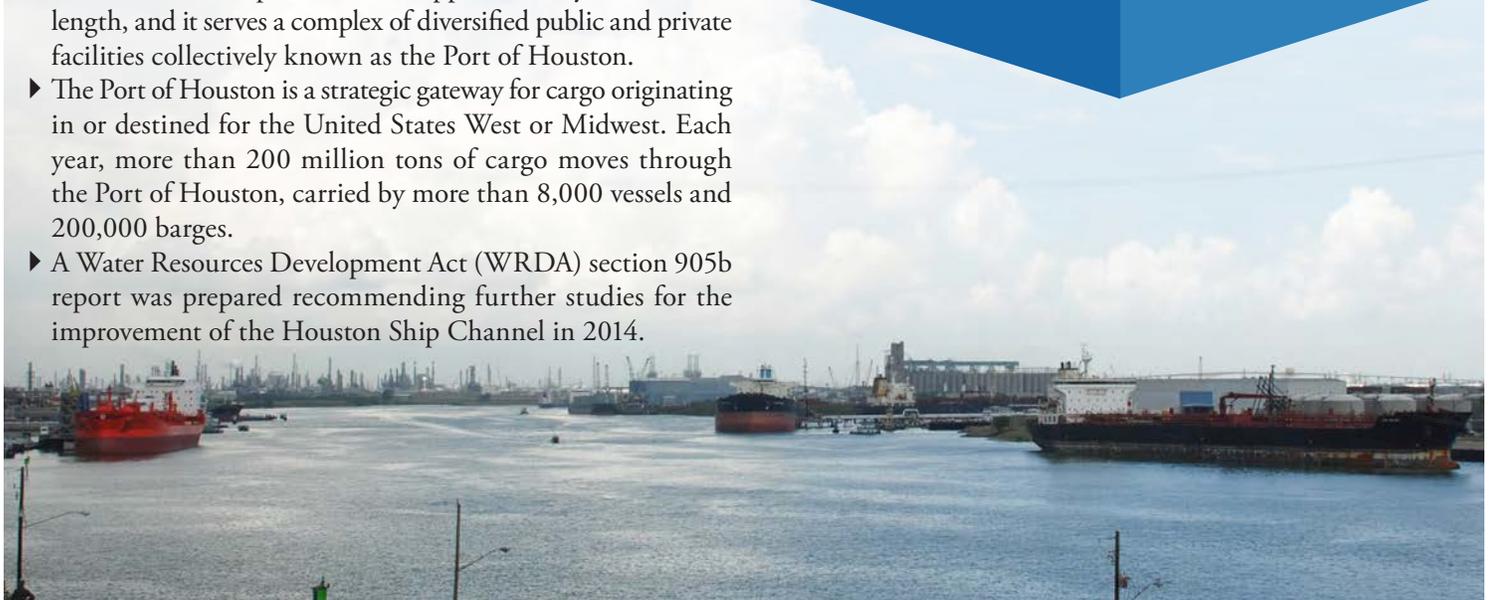
Fast Facts:

The Port of Houston is:

- ▶ 1st in U.S. in foreign waterborne tonnage (19 consecutive years)
- ▶ 1st in U.S. imports (23 consecutive years)
- ▶ 1st in U.S. in export tonnage (6 consecutive years)
- ▶ 2nd in U.S. in total tonnage (23 consecutive years)
- ▶ The nation's leading breakbulk port, handling 41 percent of project cargo at all Gulf Coast ports.

The Port of Houston is an integral part of the regional and state economy.

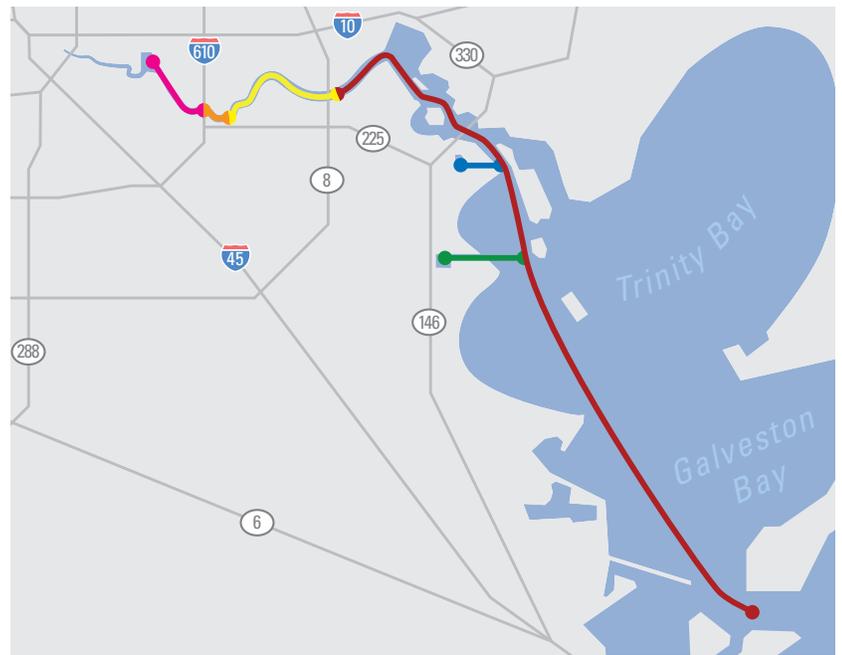
- ▶ Ship-channel related businesses contribute nearly 1.2 million jobs throughout Texas, generating nearly \$265 billion in economic impact statewide.
- ▶ \$5 billion in state and local tax revenue are generated by business activity related to the port each year.



The Houston Ship Channel

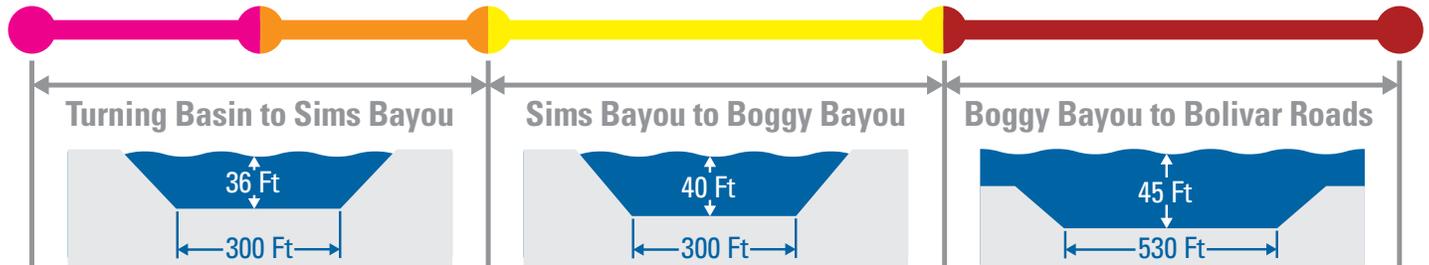
For this study effort, the ship channel has been divided into six segments:

-  Turning Basin to I-610 Bridge
-  I-610 Bridge to Sims Bayou
-  Sims Bayou to Boggy Bayou
-  Barbours Cut Channel
-  Bayport Channel
-  Bay Reach



Map and figures are not to scale and representational

Currently Authorized Channel Dimensions



What is the focus of the study?

The study will focus on the feasibility of improving navigation on the 52-mile-long Houston Ship Channel. In general, the entire ship channel will be evaluated; however, *this study does not include deepening of the channel beyond 45 feet Mean Low Tide (MLT).*

Currently, the channel's authorized dimensions vary:

- ▶ From the Main Turning Basin to Sims Bayou, the channel is 36 feet deep and 300 feet wide.
- ▶ Between Sims Bayou and Boggy Bayou, the channel is 40 feet deep and 300 feet wide.
- ▶ From Boggy Bayou to Bolivar Roads the channel is 45 feet deep and 530 feet wide.

The study focus will include deepening and widening opportunities from Boggy Bayou to the Main Turning Basin; improvements to side channels, the Bayport Ship Channel and the Barbours Cut Channel; and enhancements to the Galveston Bay Reach safety and efficiency.

For this effort, the ship channel has been divided into six segments:

1. The Main Turning Basin to the I-610 Bridge,
2. The I-610 Bridge to Sims Bayou,
3. Sims Bayou near the Washburn Tunnel to Boggy Bayou,
4. The Bayport Channel,
5. The Barbours Cut Channel, and finally,
6. The Bay Reach.

The study has several objectives:

- ▶ Investigate improving deep-draft navigation efficiency to accommodate current and future, larger vessels.
- ▶ Evaluate ways to reduce vessel traffic delays
- ▶ Increase channel safety; and
- ▶ Establish environmentally suitable placement areas for dredged materials

Please note, this study does not include deepening of the channel beyond 45 feet Mean Low Tide (MLT).

To meet these objectives, the study may consider any of the following structural methods:

- ▶ Deepening and widening of the existing channel
- ▶ Passing lanes to improve two-way traffic in hot spots,
- ▶ New turning basins
- ▶ Jetty structures for shoaling reduction
- ▶ Bend easings or turning improvements
- ▶ Reevaluation of channel modifications approved and conducted under other study authorities
- ▶ Harbor and anchorage of refuge for vessels to reduce vessel traffic
- ▶ Dredge material placement for the 50-year period of analysis; and
- ▶ Beneficial use of dredged material where feasible

About the Study Process

What is an Environmental Impact Statement (EIS)?

A Federal agency must prepare an EIS if it is proposing a major federal action that may significantly affect the quality of the natural and human environment to comply with the National Environmental Policy Act, or NEPA. NEPA established our country's national environmental policies in 1969. The environmental review process seeks to facilitate better-informed decisions and involve citizens, and the Corps will seek to involve the many ship channel stakeholders throughout this study process.

What is a Feasibility Study?

All major Federal water resource projects, including navigation, must follow a study process that evaluates proposed solutions to problems, such as inefficient navigation, by analyzing the

engineering, economic, environmental, cost, real estate, and other impacts and aspects of alternative solutions. This study process, consisting of six major steps, is used to identify a plan of most value to the national economy, consistent with protecting the nation's environment and follows principles and guidelines in Federal water resource law and Corps regulations.

Where are we in the study process?

We are early in the study process. We are currently at the "Scoping" stage of the study. Scoping is an open process to identify the scope of significant issues related to the study. After reviewing comments and constraints identified by the public and agency coordination, we will develop alternatives for future public review in the Draft EIS.

The Study Process

The EIS preparation and Feasibility Study will be conducted concurrently to result in a single integrated Feasibility Study and EIS document.



U.S. Army Corps of Engineers
(the Lead Agency)



Port of Houston Authority
(The Non-Federal Sponsor)



You
The Public and Local Stakeholders

We Are Here

1 It's my responsibility to maintain navigability of the Houston Ship Channel, and it's time to look at improving the ship channel.

We would like to participate as the non-Federal sponsor.

2 I'm going to prepare an EIS and Feasibility Study, and I need your help!

Public Notice Methods

News
Study is Coming!

Study is Coming!

Study is Coming!

3 **Scoping Meeting**

Please consider the following:

4 **Potential Effects**



Socioeconomic



Natural Environment



Air and Water Quality



Historic and Cultural

5 Please consider...

Draft EIS

Feasibility Study

6 Here are the proposed Alternatives.

Draft Study Report

No Action Alternative	Tentatively Selected Plan
2	3

2017

My comments on the Draft Study Report are:

7 Here are my comments...

Draft EIS

Feasibility Study

8 Here are the proposed Alternatives.

Final Study Report

No Action Alternative	The Recommended Plan
2	3

2019

I see that you included my comments in the summary.

9 I have a Record of Decision about the EIS and Feasibility Study. Now I can construct the plan.

Feasibility Study

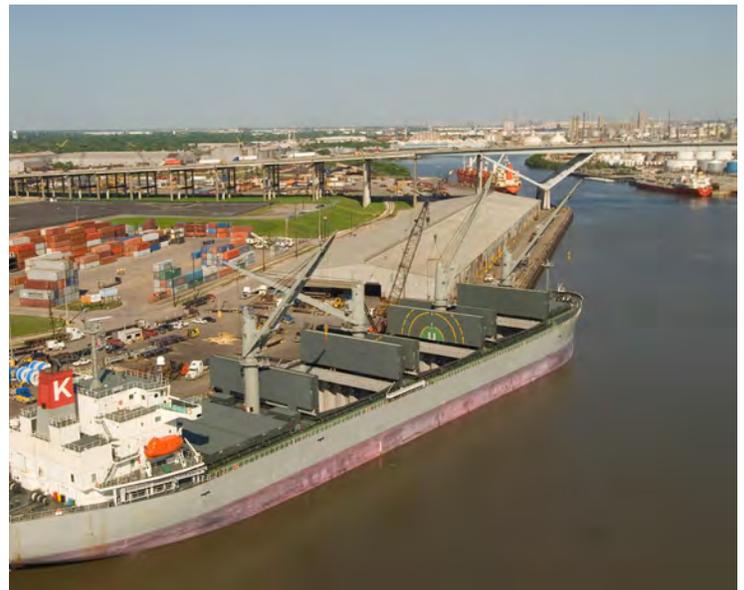
Record of Decision

What will happen next?

The study team will identify and evaluate a combination of modifications to the HSC to improve the efficiency and safety of the HSC system and complete a Draft Feasibility Report and EIS for public and agency review. It is anticipated that a Draft Feasibility Report and EIS will be made available for public review in early calendar year 2017. A public comment period with a public meeting will be held at this time. The study team will process the comments received, prepare responses to the comments, and revise the documents as appropriate. The Feasibility Report and EIS will then be refined and analyzed. At this stage, the agency has considered all impacts from the proposed plan and compared alternatives before making the final recommendation and documentation. The Final Feasibility Report and EIS will be published in the Federal Register in 2019 for final comment. The Final Feasibility Report will then be submitted to Corps Headquarters for signature. A draft Record of Decision (ROD) will be included as part of the Chief's Report package. The ROD will then be signed by the Assistant Secretary of the Army for Civil Works.

Study Milestones:

- ▶ Final submittal for scoping comments – **May 26, 2016**
- ▶ Selection of focused alternatives – **July 2016**
- ▶ Identify a Tentatively Selected Plan (TSP) – **April 2017**
- ▶ Draft IFR/EIS made available for public review – **May 2017**
- ▶ Final IFR/EIS published in the Federal Register for final comment – **July 2019**



How do I participate in the study process?

You may participate in this process by providing comments for consideration by the study team. Public involvement is integral to assessing the environmental consequences of the proposed project and improving the quality of the environmental and feasibility study decision making. The Corps is using this meeting to receive citizens' ideas on the significant issues and impacts to be addressed in the analysis of environmental impacts, to help define the scope of the study. The Corps also specifically seeks the public's input on the problems, opportunities, and potential alternatives that navigation improvements can address.

The Corps encourages full public participation to promote open communication on the issues surrounding the study. In addition, participation by Federal, State, local agencies, and other interested organizations is encouraged.

At this time, we are holding public scoping meetings to:

- ▶ Ensure that all of the issues related to this proposed project are addressed,
- ▶ Invite public participation in the study process, and
- ▶ Solicit public comments for consideration in establishing the scope and content of the EIS.

Who do I contact for more information or to provide comments?

Mail: **U.S. Army Corps of Engineers, New Orleans District**
Attn: Ms. Tammy Gilmore CEMVN-PDN-CEP
P.O. Box 60267
New Orleans, LA 70160-0267

E-mail: **HSC-ECIP@usace.army.mil**

*All comments must be received or postmarked by **May 26, 2016**.*

More information available online at:

<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>



Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting
Tuesday, May 17, 2016
Houston Community College Northeast Campus
555 Community College Drive
Houston, TX 77013

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido _____

Mailing Address/Dirección _____

City, State, Zip Code/Ciudad, Estado, Código Postal _____

Email Address/Correo Electrónico _____

Affiliation/Afiliación _____

How did you learn about this scoping meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico **Notice in Mail/Aviso por Correo** **Website/Sitio web**

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web **Mail/Correo** **Email/Correo Electrónico** **Newspaper/Periódico**

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Website/Sitio web **Mail/Correo** **Email/Correo Electrónico** **Newspaper/Periódico**

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card/Tarjeta de Asistentes

Public Scoping Meeting
Thursday, May 19, 2016
Sylvan Beach Pavilion
1 Sylvan Beach Drive
La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido _____

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Website/Sitio web **Mail/Correo** **Email/Correo Electrónico** **Newspaper/Periódico**

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Newspaper Notice/Aviso Periódico **Notice in Mail/Aviso por Correo** **Website/Sitio web**

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web **Mail/Correo** **Email/Correo Electrónico** **Newspaper/Periódico**

Other (Please explain)/Otro (Por favor de explicar) _____

HSC ECIP – Phase I (EIS/USACE Feasibility Study) Public Meeting Video Script

Voice-over Narration Script	Storyboard (images, on-screen text, etc.)
<<Musical introduction to video>>	<i>Motion graphic: USACE logo and project title</i>
<p>Thank you for your interest in the Houston Ship Channel 45-Foot Expansion Channel Improvement Project. This presentation is intended to give you information about the U.S. Army Corps of Engineers Feasibility Study and the Environmental Impact Statement that are being concurrently prepared in an integrated fashion to support this study. We will explain how you can participate in the study process, and we look forward to receiving your feedback.</p>	<p>On-Screen text: <i>the Houston Ship Channel 45-Foot Expansion Channel Improvement Project</i></p> <p>General HSC images (vessels, barges, cranes, truck traffic with containers, Coast Guard vessels)</p> <p>USACE public involvement images (from previous studies)</p>
<p>This study is intended to identify and evaluate a combination of modifications to improve the efficiency <i>and</i> safety of the Houston Ship Channel.</p> <p>About the Houston Ship Channel</p> <p>The Houston Ship Channel is approximately 52 miles in length, and it serves a complex of diversified public and private facilities collectively known as the Port of Houston.</p> <p>The Port of Houston is an integral part of the regional and state economy. Each year, more than 200 <i>million</i> tons of cargo move through the Port of Houston, carried by more than 8,000 vessels and 200,000 barges.</p> <p>Ship-channel related businesses contribute nearly 1.2 million jobs throughout Texas, generating nearly \$265 billion in economic impact statewide. Furthermore, \$5 billion in state and local tax revenue are generated by business activity related to the port each year. The efficiency and safety of the Houston Ship Channel are vital to maintaining the health of the regional and state economy.</p>	<p>Images:</p> <p>General HSC images (vessels, barges, cranes, truck traffic with containers, Coast Guard vessels)</p> <p>Map of the Houston Ship Channel (highlighted through a Google flyover)</p> <p>On-screen text (over shipping imagery):</p> <ul style="list-style-type: none"> • <i>More than 200,000,000 tons of cargo move through the Port of Houston each year.</i> • <i>The Port of Houston supports more than 8,000 vessel and 200,000 barge calls annually.</i> • <i>Ship-channel related businesses contribute nearly \$265 billion in economic impact statewide.</i>
<p>The U.S. Army Corps of Engineers, or the Corps, is leading this study in collaboration with the non-Federal sponsor, the Port of Houston Authority. The Corps leads the development of the Environmental Impact Statement, or EIS, and their own Feasibility Study. The EIS preparation and Feasibility Study will be conducted concurrently to result in a single integrated Feasibility Study and EIS document.</p>	<p>USACE logo</p> <p>PHA logo</p> <p>USACE SMART planning Feasibility Study process graphic</p>

Voice-over Narration Script	Storyboard (images, on-screen text, etc.)
<p><i>So, what is an Environmental Impact Statement?</i> A Federal agency must prepare an EIS if it is proposing a <i>major federal action</i> that may significantly affect the quality of the natural and human environment to comply with the National Environmental Policy Act, or NEPA. NEPA established our country’s national environmental policies in 1969. The environmental review process seeks to facilitate better informed decisions and involve citizens, and the Corps will seek to involve the many ship channel stakeholders throughout this study process.</p>	<p>On-screen text: <i>What is an EIS?</i></p> <p>On-screen text: <i>EIS: Environmental Impact Statement</i> <i>NEPA: National Environmental Policy Act</i></p> <p>Images: coordination between agencies (previous USACE coordination footage could be used here); footage or images of planning meetings; general Houston Ship Channel footage.</p>
<p><i>So, what is a Feasibility Study?</i> All major Federal water resource projects, including navigation, must follow a study process that evaluates proposed solutions to problems, such as inefficient navigation, by analyzing the engineering, economic, environmental, cost, real estate, and other impacts and aspects of alternative solutions. This study process, consisting of six major steps, is used to identify a plan of most value to the national economy, consistent with protecting the nation’s environment and follows principles and guidelines in Federal water resource law and Corps regulations.</p>	<p>On-screen text: <i>What is a Feasibility Study?</i></p> <p>Images: The Corps 6-step process diagram.</p>
<p><i>What is the focus of the study?</i> The study will focus on the feasibility of improving navigation on the 52-mile-long Houston Ship Channel. In general, the entire ship channel will be evaluated; however, this study does not include deepening of the channel beyond 45 feet.</p>	<p>On-screen text: <i>What is the focus of the study?</i></p> <p>Images: Vessel traffic, general HSC operations</p> <p>On-screen text: <i>This study does not include deepening of the channel beyond 45 feet Mean Low Tide (MLT).</i></p>
<p>Currently, the channel’s authorized dimensions vary:</p> <ul style="list-style-type: none"> • From Bolivar Roads to Boggy Bayou the channel is 45 feet deep and 530 feet wide. • Between Boggy Bayou and Sims Bayou, the channel is 40 feet deep and 300 feet wide. • From Sims Bayou to the Main Turning Basin, the channel is 36 feet deep and 300 feet wide. 	<p>An aerial or mapped flyover that indicates channel widths and depths</p>

Voice-over Narration Script	Storyboard (images, on-screen text, etc.)
<p>The study focus will include deepening and widening opportunities from Boggy Bayou to the Main Turning Basin; improvements to side channels, the Bayport Ship Channel and the Barbour’s Cut Channel; and enhancements to the Galveston Bay Reach safety and efficiency.</p> <p>For this effort, the ship channel has been divided into six segments:</p> <ul style="list-style-type: none"> • The Bay Reach, • The Bayport Channel, • The Barbour’s Cut Channel, • Boggy Bayou to Sims Bayou, near the Washburn Tunnel, • Sims Bayou to the 610 Bridget, and finally, • The 610 Bridge to the Main Turning Basin. 	<p>Regional map that highlights each area</p> <p>On-screen “flyover” mapping indicating the various segments, one at a time</p>
<p>The study has several objectives:</p> <ol style="list-style-type: none"> 1. Investigate improving deep-draft navigation efficiency to accommodate for current and future, larger vessels. 2. Evaluate ways to reduce vessel traffic delays 3. Increase channel safety; and 4. Establish environmentally suitable placement areas <p>Please note, this study does not include deepening of the channel beyond 45 feet.</p>	<p>On-screen text:</p> <ol style="list-style-type: none"> 1. Investigate improving deep-draft navigation efficiency 2. Evaluate ways to reduce vessel traffic delays 3. Increase channel safety 4. Establish environmentally suitable placement areas
<p>To meet these objectives, the study may consider any of the following structural methods:</p> <ul style="list-style-type: none"> • Deepening and widening of the existing channel • Passing lanes to improve two-way traffic in hot spots, • New turning basins • Jetty structures for shoaling reduction • Bend easings or turning improvements • Reevaluation of channel modifications approved and conducted under other study authorities • Harbor and anchorage of refuge for vessels to reduce vessel traffic • Dredge material placement for the 50-year period of analysis; and • Beneficial use of dredged material 	<p>Image montage matching the structural methods announced:</p> <ul style="list-style-type: none"> • Channel dredging • Two-way vessel traffic • Turning basin image • Jetty structures • Bend easing (may need a schematic or planning document to indicate) • Channel deepening = Postpanamax vessels • Anchorage of refuge image/symbol on a map • Local PA images • Bird island images

Voice-over Narration Script	Storyboard (images, on-screen text, etc.)
<p>Where are we in the study process? We are early in the study process. We are currently at the “Scoping” stage of the EIS. Scoping is an open process to identify the scope of significant issues related to the study. After reviewing comments and constraints identified by the public and agency coordination, we will develop alternatives for future public review in the Draft EIS.</p>	<p>On-screen text: <i>Where are we in the study process?</i></p>
<p>How do I participate in the study process? You may participate in this process by providing comments for consideration by the study team. Public involvement is integral to assessing the environmental consequences of the proposed project and improving the quality of the environmental and feasibility study decision making. The Corps is using this meeting to receive citizens’ ideas on the significant issues and impacts to be addressed in the analysis of environmental impacts, to help define the scope of the study. The USACE also specifically seeks the public’s input on the problems, opportunities, and potential alternatives that navigation improvements can address.</p> <p>The Corps encourages full public participation to promote open communication on the issues surrounding the study. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged.</p>	<ul style="list-style-type: none"> • Comment form shown on-screen • Footage of individuals filling out comment forms • Environmental ship channel images (birds in flight, fish, water rippling) • Agency logos (USFWS, NOAA-NMFS, GLO, TCEQ, TPWD, THC, etc.)
<p>Written comments may be mailed to: Ms. Tammy Gilmore, CEMVN–PDN–CEP, P.O. Box 60267, New Orleans, LA 70160–0267. Comments may also be submitted electronically to HSC-ECIP@usace.army.mil. All comments must be received or postmarked by May 26, 2016.</p> <p>More information about the project may be found online at: http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx</p>	<p>On-screen text: <i>Submit comments to: Ms. Tammy Gilmore, CEMVN–PDN–CEP P.O. Box 60267 New Orleans, LA 70160–0267 HSC-ECIP@usace.army.mil</i></p> <p>http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx</p>
<p>We thank you for your participation and look forward to hearing your feedback. Thank you!</p>	<p>On-screen text: <i>Thank you for your participation and feedback!</i></p>
<p><<Video Close>></p>	<p><Musical/motion graphic close with USACE logo></p>

Appendix I

Informational Displays



HOUSTON SHIP CHANNEL
45-Foot Expansion Channel
Improvement Project

Public Scoping Meeting

Please Take a Project Newsletter



Please Take a Comment Card



The U.S. Army Corps of Engineers (Corps) welcomes you to the Public Scoping Meetings for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP) Environmental Impact Statement (EIS) and Feasibility Study (FS).

Please Sign in Here

What is the Purpose of this Public Scoping Meeting?

- ▶ Invite public participation in the study process
- ▶ Solicit public comments for consideration related to significant issues and impacts to be addressed in establishing the scope of content of the EIS
- ▶ Solicit public input on the problems, opportunities, and potential alternatives that navigation improvements can address.

We are here tonight to receive *your comments* on the **USACE Feasibility Study and Environmental Impact Statement.**

We want to hear from *you* about the *proposed project.*



ABOUT THE STUDY

What is the purpose of the study?

- This study is intended to identify and evaluate a combination of modifications to improve the efficiency *and* safety of the Houston Ship Channel.
- (The last study was completed in 1995, 20+ years ago. A Water Resources Development Act (WRDA) 905 b Reconnaissance Report was prepared in 2014 recommending the study of improvements to the Houston Ship Channel and can be found at the website below.)

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- Improvements to the Bayport Ship Channel and the Barbours Cut Channel
- Enhancements to the Galveston Bay Reach safety and efficiency

Study Objectives:

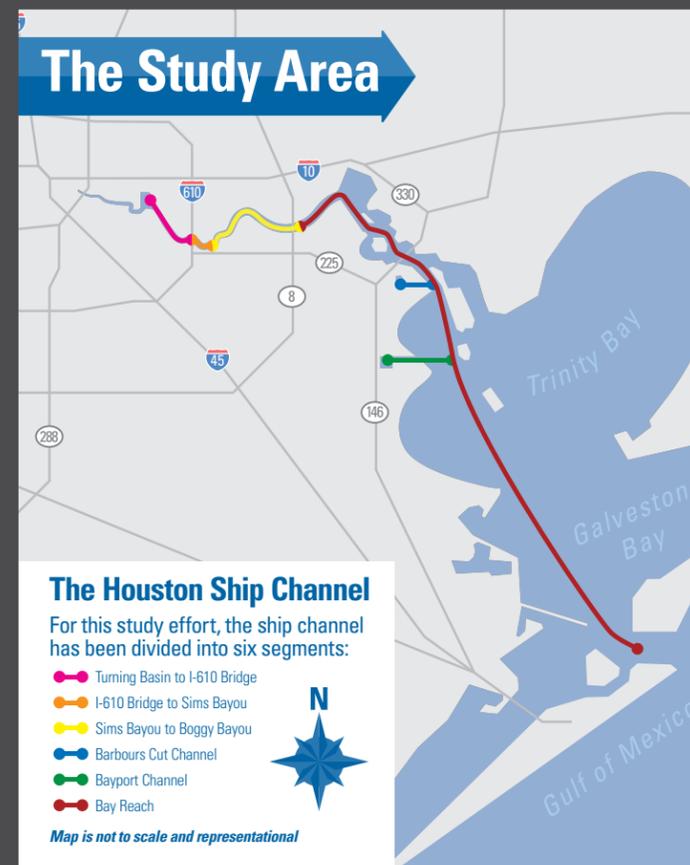
1. Investigate improving deep-draft navigation efficiency to accommodate current and future, larger vessels.
2. Evaluate ways to reduce vessel traffic delays
3. Increase channel safety; and
4. Establish environmentally suitable placement areas for dredged materials

Please note, this study does *not* include deepening of the channel beyond 45 feet.

Where is the study area?

- The study will focus on the 52 miles of the Houston Ship Channel extending from Bolivar Roads at the mouth of Galveston Bay and up Buffalo Bayou to the Main Turning Basin just east of downtown Houston, and its side channels (Bayport Ship Channel and Barbours Cut Channel) located in Galveston Bay.

The Study Area



What is an Environmental Impact Statement?

A detailed study that analyzes the significant impacts that a major Federal action may have on the environment and local community.

What is a Feasibility Study?

A study process that evaluates proposed solutions to problems by analyzing the engineering, economic, environmental, cost, real estate, and other impacts and aspects of alternative solutions. This study process is then used to identify a plan of most value to the national economy.

Who do I contact for more information or to provide comments?

Mail: U.S. Army Corps of Engineers,
New Orleans District
Attn: Ms. Tammy Gilmore, CEMVN-PDN-CEP
P.O. Box 60267
New Orleans, LA 70160-0267
Email: HSC-ECIP@usace.army.mil
More information available online at:
<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

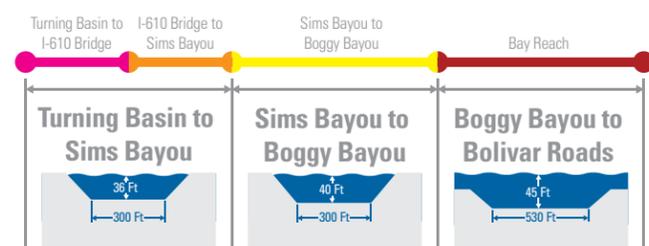
ABOUT THE HOUSTON SHIP CHANNEL

What is the Houston Ship Channel?

The Houston Ship Channel (HSC) is approximately *52 miles in length*. It begins in the Galveston Bay Area at *Bolivar Roads (mile 0)* and terminates at the *Main Turning Basin (mile 52)*. The HSC system also includes side channels known as Bayport Ship Channel, Barbours Cut Channel, and Greens Bayou Channel. The Houston Ship Channel is the largest petrochemical complex in the nation and second in the world.

Currently, the channel's authorized dimensions vary:

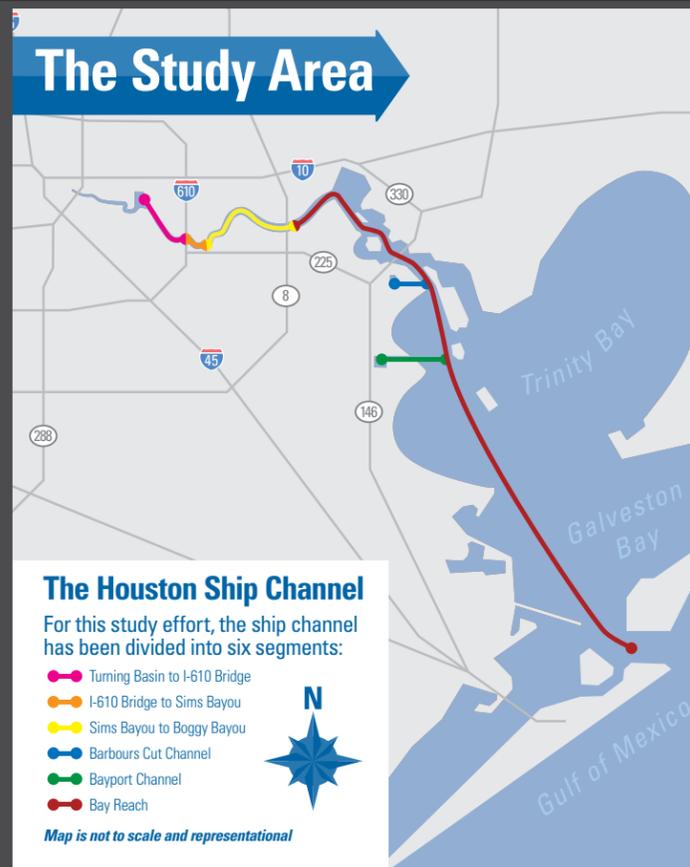
- ▶ From the Main Turning Basin to Sims Bayou, the channel is 36 feet deep and 300 feet wide.
- ▶ Between Sims Bayou and Boggy Bayou, the channel is 40 feet deep and 300 feet wide.
- ▶ From Boggy Bayou to Bolivar Roads the channel is 45 feet deep and 530 feet wide.



Figures are not to scale and representational

Ship-channel related businesses contribute nearly 1.2 million jobs throughout Texas, generating nearly \$265 billion in economic impact statewide. Furthermore, *\$5 billion* in state and local tax revenue are generated by business activity related to the port each year. The efficiency and safety of the Houston Ship Channel are *vital* to maintaining the health of the regional and state economy.

The Study Area



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P.O. Box 60267
New Orleans, LA 70160-0267

Email: HSC-ECIP@usace.army.mil

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The Port of Houston is an integral part of the regional economy.

- ▶ The Greater Houston region one of the nation's largest concentrations of consumers, and the Port of Houston is a strategic gateway for cargo originating in or destined for the United States West or Midwest. Each year, more than 200 *million* tons of cargo move through the Port of Houston, carried by more than 8,000 vessels and 200,000 barges.

Fast Facts: The Port of Houston is...

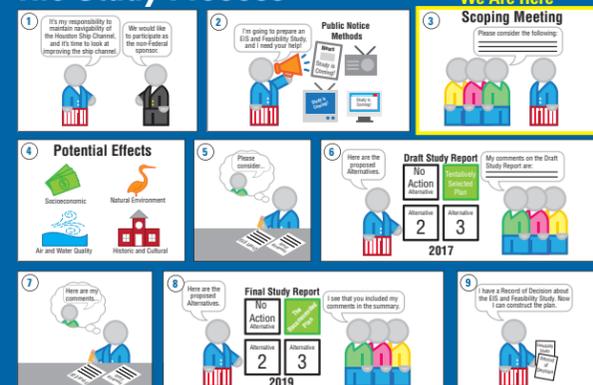
- ▶ **1st** in U.S. in foreign waterborne tonnage
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- ▶ **2nd** in U.S. in total tonnage
- ▶ The nation's leading breakbulk port, handling **41%** of the project cargo at all Gulf Cargo ports

STUDY PROCESS

Where are we in the study process?

- We are early in the study process. We are currently at the "Scoping" stage of the Feasibility Study and EIS. Scoping is an open process to identify the scope of problems, opportunities, and significant issues to study in the Integrated Feasibility Report (IFR)/EIS. After reviewing comments and constraints identified by the public and agency coordination, the study team will develop alternatives for future public review in the Draft IFR/EIS.

The Study Process



The Study Team



U.S. Army Corps of Engineers
(the Lead Agency)

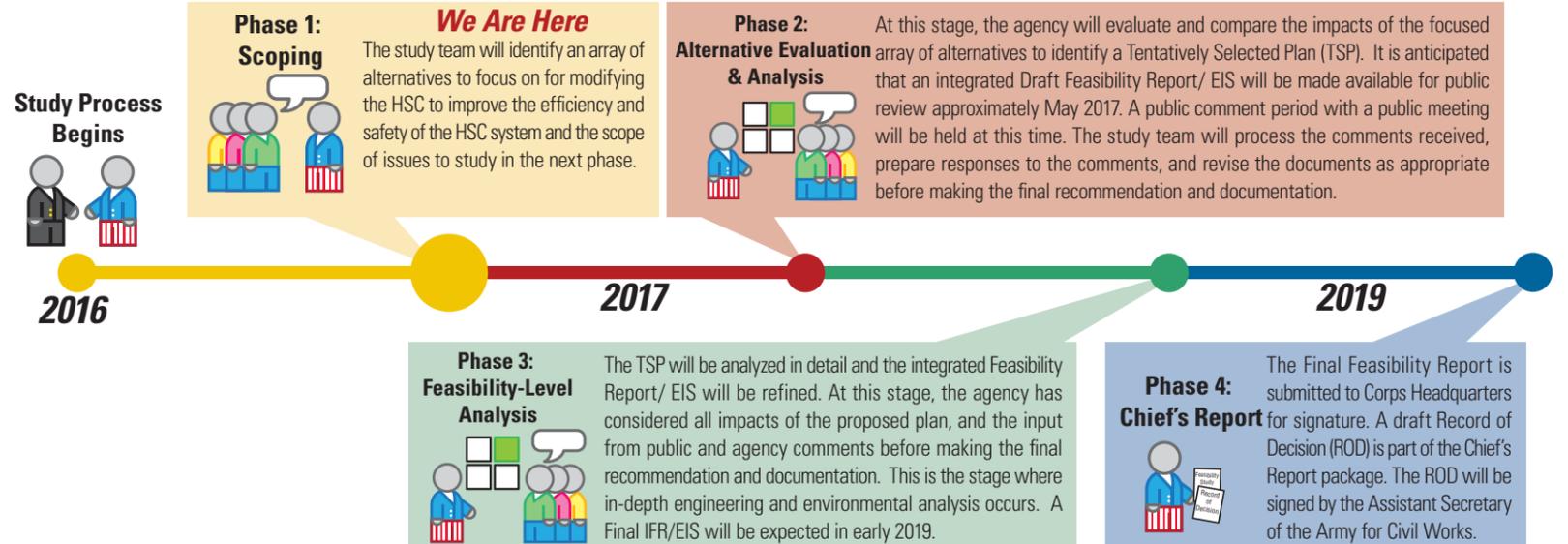


Port of Houston Authority
(The Non-Federal Sponsor)



You
The Public and Local Stakeholders

What Will Happen Next?



We are here tonight to receive *your comments* on the **USACE Feasibility Study** and **Environmental Impact Statement**.

We want to hear from *you* about the *proposed project*.

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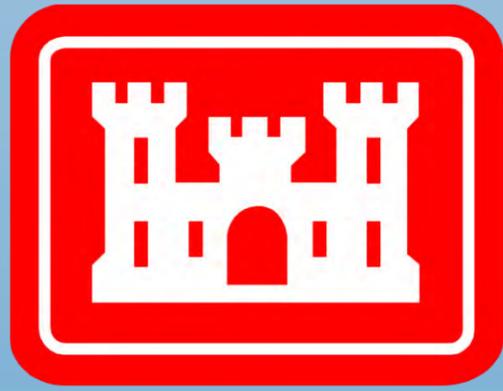
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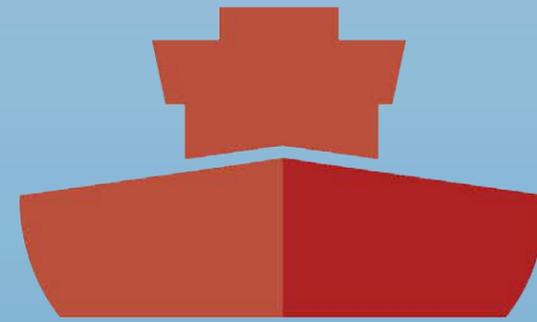
HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

Public Scoping Meeting



**US Army Corps
of Engineers®**
Galveston District



HOUSTON SHIP CHANNEL

45-Foot Expansion Channel
Improvement Project

The U.S. Army Corps of Engineers (Corps) welcomes you to the **Public Scoping Meetings** for the **Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP) Environmental Impact Statement (EIS) and Feasibility Study (FS)**.

We are here tonight to receive
your comments on the
USACE Feasibility Study and
Environmental Impact Statement.

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STUDY

PROCESS

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ABOUT THE HOUSTON SHIP CHANNEL

What is the Port of Houston?

The Port of Houston is a complex of diversified public and private facilities located on the Houston Ship Channel. The Port of Houston is comprised of public terminals owned, managed, and leased by the Port of Houston Authority, in addition to the 150-plus private industrial companies along the 52-mile-long channel.

The Port of Houston is an integral part of the regional economy.

- ▶ The Greater Houston region one of the nation's largest concentrations of consumers, and the Port of Houston is a strategic gateway for cargo originating in or destined for the United States West or Midwest. Each year, more than 200 *million* tons of cargo move through the Port of Houston, carried by more than 8,000 vessels and 200,000 barges.

Fast Facts: The Port of Houston is...

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Ship-channel related businesses contribute nearly 1.2 million jobs throughout Texas, generating nearly \$265 billion in economic impact statewide. Furthermore, \$5 billion in state and local tax revenue are generated by business activity related to the port each year. The efficiency and safety of the Houston Ship Channel are *vital* to maintaining the health of the regional and state economy.

Problems and Opportunities

Shipping conditions have changed in the Houston Ship Channel since the last improvements over 20 years ago:

- ▶ Vessels are significantly larger, require more room to maneuver, and draw more water at full capacity
- ▶ Increased demand for goods and services in Texas and the Nation has led to increased vessel traffic at the Port of Houston

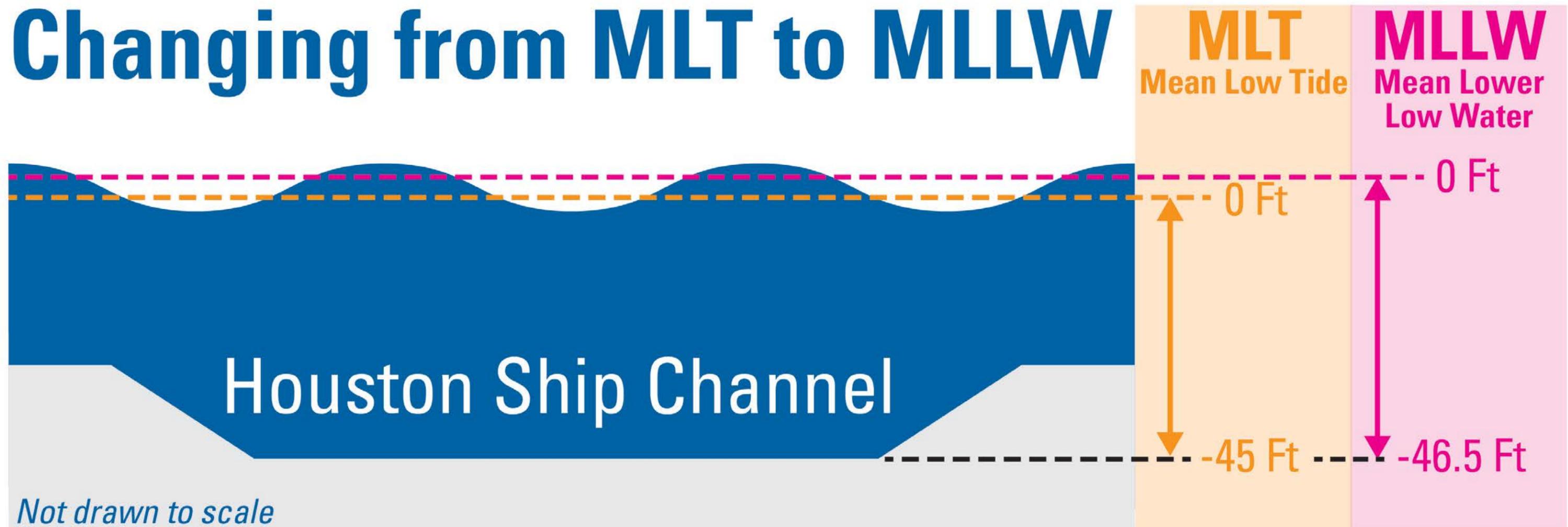
Changes in shipping conditions present the following problems:

- ▶ Inefficient vessel use and navigation of the Houston Ship Channel due to the channel's size, configuration, and associated safety concerns
- ▶ Channel depth of less than 45 feet in the upper Houston Ship Channel prevents larger vessels from loading to full capacity.
- ▶ Delays created by one-way traffic requirements for larger vessels in portions of the upper channel and limited areas for vessels to anchor

With this study, we have the opportunity to:

- ▶ Improve the use and navigation of current and future larger vessels on the Houston Ship Channel
- ▶ Reduce delays
- ▶ Increase safety for vessels using the Houston Ship Channel
- ▶ Establish environmentally suitable dredged material placement areas to maintain the channel

Changing from MLT to MLLW



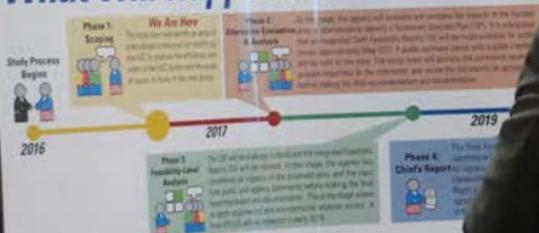
- ▶ The “Zero Point” for Tidal Datum is changing locally as USACE and others seek to become consistent around the nation.
- ▶ Tidal Datum is the reference point for elevations taken to measure water levels in coastal areas
- ▶ Instead of -45 feet MLT elevation (i.e. 45-foot depth) for the HSC, future reports will use the new datum and value of -46.5 feet MLLW (46.5 depth)

Appendix J

Meeting Photographs

STUDY PROCESS

What Will Happen Next?



We are here tonight to receive your comments on the **ASAC Feasibility Study and Environmental Impact Statement**.

We want to hear from **YOU** about the proposed project.

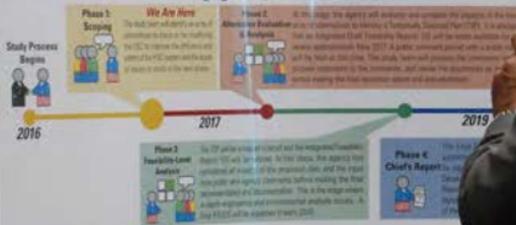
Who do I contact for more information or to provide comments?

Attn: U.S. Army Corps of Engineers,
New Orleans District
Attn: Mr. Terrell Gilmore, CE/PA/PO/CEP
P.O. Box 60037
New Orleans, LA 70160-037

Phone: 504-585-1234
Fax: 504-585-1235
Email: ASAC-ECIP@usace.army.mil
<http://www.usace.army.mil/AsacEcipProject>
<http://www.usace.army.mil/AsacEcipProject>

STUDY PROCESS

What Will Happen Next?



We are here tonight to receive your comments on the **USACE Feasibility Study and Environmental Impact Statement**.
We want to hear from **you** about the proposed project.

Who do I contact for more information or to provide comments?
For: U.S. Army Corps of Engineers, New Orleans District
Attn: Ms. Tammy Glisson, CESRV-PDN-CEP
P.O. Box 53267
New Orleans, LA 70156-0267
Email: HSC-ECIP@usace.army.mil
http://www.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx

Public Scoping Meeting

Please Take a Survey Questionnaire

Please Sign in Here

What is the Purpose of this Public Scoping Meeting?

- Invite public participation in the study process.
- Create public awareness for construction related to approval, plans, and impacts to be addressed in establishing the scope of services of the US.
- Solicit public input on the project's opportunity, and potential alternatives that recognize environmental and cultural values.

We will have tonight to receive your comments on the **US Army Corps of Engineers** **Galveston District** **US Army Corps of Engineers** **Galveston District** about the proposed project.

US Army Corps of Engineers



Galveston District

US Army Corps of Engineers



Galveston District





PROPOSED HOUSING DEVELOPMENT



Place Comments Here
Coloque sus comentarios aquí

What is the Scope of the Study?

STUDY PROCESS



What Will Happen Next?

Place
Coloque





Houston Ship Channel





ABOUT THE
HOUSTON SHIP
CHANNEL

A man in a dark suit and glasses and a woman with long blonde hair wearing a blue and gold patterned top are looking at an exhibit. The exhibit features a large blue sign at the top with a crown icon and the text 'ABOUT THE HOUSTON SHIP CHANNEL'. Below the sign are several informational panels with text and a map. The man is pointing towards the central panel which shows a map of the Houston Ship Channel area.

ABOUT THE HOUSTON SHIP CHANNEL

What is the

The Houston Ship Channel is 52 miles in length and connects the Gulf of Mexico to the Houston area.

area

What is the Port of Houston

The Port of Houston is a complex of diverse and private facilities located on the Houston Ship Channel. The Port of Houston is comprised of terminals owned, managed, and leased by the Houston Authority, in addition to the 150 industrial companies along the 52-mile channel.

The Port of Houston is part of the regional economy

- The Greater Houston region is home to the largest concentrations of manufacturing and service industries in the United States. The Port of Houston is a strategic link between the West and Midwest. Each year, more than 100 million tons of cargo move through the Port of Houston, carried by more than 200,000 barges.

Fast Facts: The Port of

in U.S. in

STUDY PROCESS

we in the study process?

What's Open Next?

Study Process
Begin

Next
Steps

Information
Meeting
and
Public
Hearing

AZCOM

Joe

213

Multi-Purpose



**STUDY
PROCESS**

What

Next!

Study Process
Begins

AECOM

Rod

213

Multi-Purpose





STUDY PROCESS

Where are we in the process?

We are early in the "Discovery" stage of the open process to identify and report significant health and safety issues. The Report (RFR) will be identified by the team will develop the Draft RFR.



The

U.S. Army
of the
Army

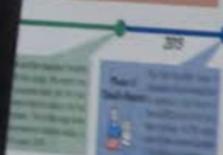
What's Next?

Study Process
Begins



2017

Following the release of the RFR, the team will develop the Draft RFR. The Draft RFR will be reviewed by the team and the RFR will be published. The RFR will be published in the next few weeks.



2018

Who do I contact for more information or to provide comments?

U.S. Army Corps of Engineers
Health Safety Team
Attn: Mr. Terry Johnson, (202) 475-2927
111 1st Street
Fort Belvoir, CA 90704-1227
1-800-475-2927
111 1st Street, Fort Belvoir, CA 90704-1227
HealthSafetyTeam@armycorps.mil



and Port
Channel
Improvement
Priority Map



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- The nation's leading breakebulk port, handling 80% of the project cargo at all Gulf Cargo ports.

Where are we

- We are early in the study "scoping" stage of the F...
...plan process to identify...
...and significant issues to d...
...Paper (FPEIS). After re...
...identified by the public an...
...team will develop alterna...
...Draft FPEIS.



STUDY
PROCE

What Will... Next?

Benefits Here
...aquí



What is the Part of Houston?

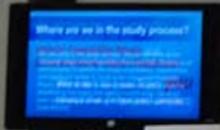
What is the Part of Houston in the study process?
The Part of Houston is a study process that
will be used to determine the Part of Houston
that is the most important to the study process.
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the Part of Houston that is the most important
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What is the Part of Houston in the study process?

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Place Comments Here
Coloque sus comentarios aquí

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Port of Houston?

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The Port of Houston is one of the nation's largest ports of call for millions of consumers, and the Port of Houston is the primary gateway for cargo and passengers to and from the United States. Each year, more than 200 million tons of cargo move through the Port of Houston, and more than 8,000 vessels and

Port of Houston is...

waterborne tonnage

cargo
passenger

Exhibents Here
Expositores aqui

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STUDY
PROCESS

What Will Happen

Right to receive
information on the
proposed project
to hear from
proposed project

Please Comments Here
Coloque sus comentarios aquí







**STUDY
PROCESS**

What Will Happen

What are the key findings from your consultation?

We want to hear from you about the project.

1. Introduction
2. Objectives
3. Methodology
4. Results
5. Conclusions
6. Recommendations





What is an Environmental Statement?

A research study that provides information to help the public understand the environmental and social impacts of a project.

ABOUT THE STUDY

What is the study and?

The study is a research project that aims to understand the environmental and social impacts of a project. It will involve a range of activities, including site visits, interviews, and data analysis.

The study area

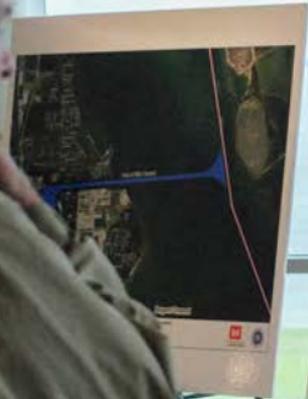












US Army Corps of Engineers
Corpus Christi District

HOUSTON SHIP CHANNEL
All-Port Expansion Channel Improvement Project

The U.S. Army Corps of Engineers Corporation will host a Public Hearing Meeting for the Houston Ship Channel All-Port Expansion Channel Improvement Project (ECIP) Environmental Impact Statement (EIS) and Feasibility Study (FS).



Appendix K

Original Comment Documents



HOUSTON SHIP CHANNEL
45-Foot Expansion Channel
Improvement Project

Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido <i>Stuart Berg</i>	How did you learn about this public scoping meeting? ¿Cómo aprendió usted de esta reunión pública? <input type="checkbox"/> Newspaper Notice/Aviso Periódico <input type="checkbox"/> Notice in Mail/Aviso por Correo <input type="checkbox"/> Website/Sitio web <input type="checkbox"/> Other (please explain)/Otro (por favor de explicar) _____
Mailing Address/Dirección de Envío <i>#5 811 Main St. Floor 28</i>	
City, State, Zip Code/Ciudad, Estado, Código Postal <i>Houston, TX 77002</i>	
Email Address/Correo Electrónico <i>sberg@usdg.com</i>	
Affiliation/Afiliación <i>USD Group LLC</i>	
How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)	
<input type="checkbox"/> Website/Sitio web <input type="checkbox"/> Mail/Correo <input checked="" type="checkbox"/> Email/Correo Electrónico <input type="checkbox"/> Newspaper/Periódico	
<input type="checkbox"/> Other (please explain)/Otro (por favor de explicar) _____	

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

*Our company is part of a JV with Pinto Realty call TDWP Partners LLC
 TDWP is physically a 400 acre waterfront tract on the HSC immediately west of BWS bridge. We also have a 250 acre operating dredge site
 We want to privately fund a dredge project of about 8000 linear feet to widen the Fed Channel to 400' and deepen to 45' to be able to market our site as a crude terminal that can handle larger ships (Fra +
 We are currently in the 300 x 40' section of the channel.
 We want to actively engage the Port & USACE to execute this and complete project in the next 24-30 months.*

We see this as an opportunity to do this project in a much shorter time frame than would be done under normal Federal protocol. And we need USACE assistance in understanding and expediting the process

Thank you Stuart Berg

This comment form may be turned in at the public scoping meeting, mailed to the address on the back of this page, or emailed by May 26, 2016 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.

Este formulario de comentarios se puede entregar en la reunión pública de investigación, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico para el 26 de Mayo de 2016 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

Appendix L

Verbal Feedback:

Cheryl Jaynes, Ashley Judith, Andrea Catanzaro, and Carl Sepulveda

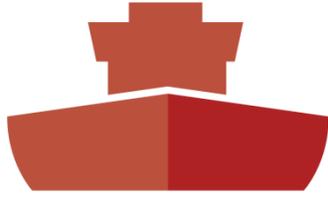
The U.S. Army Corps of Engineers Galveston District (USACE) hosted two public scoping meetings on May 17 and 19, 2016 to inform the public about the proposed study to prepare an Environmental Impact Statement (EIS) for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) in Harris and Galveston counties, Texas. The HSC ECIP will study the feasibility of various improvements to the HSC. The scoping commenting period extended through May 26, 2016.

During the open house, attendees were invited to submit their comments in writing at the scoping meeting or at any time during the comment period via mail, e-mail, or the project website. One written comment was received at the scoping meetings. Several verbal comments were received in verbal discussions by members of the project team. A summary of verbal comments received is listed below:

- There are many popular boating and yacht clubs within the Galveston Bay area that utilize the bay for their boating activities. Commenter requests the proposed channel improvements do not obstruct the existing boater's cuts in Galveston Bay.
- A great deal of informal barge fleeting occurs in the San Jacinto River. Commenter requests that the study evaluate and potentially address the need for additional, approved barge fleeting areas.
- Deepening and widening in the upper reaches of the HSC especially near Beltway 8 would be highly desirable to terminal users and future projects to be constructed by private users. Commenter requests guidance and assistance from USACE on how future projects adjacent to the project can collaborate with the study team to execute and complete projects concurrently or ahead of the study schedule.

ATTACHMENT 2

**DRAFT INTEGRATED FEASIBILITY REPORT AND EIS
PUBLIC MEETING SUMMARY REPORT**



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project



Public Meeting Summary Report

Thursday, October 19, 2017
La Porte Junior High School
401 S. Broadway Street
La Porte, Texas 77571

Wednesday, October 25, 2017
Galena Park High School
1000 Keene Street
Galena Park, Texas 77574

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- B Attendee Database
- C Completed Attendee Cards
- D Comment Database
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- F Meeting Materials: Attendee Card, Comment Form, Study Newsletter, Public Meeting Agenda, and Spanish Informational Video Script
- G Meeting Presentation
- H Informational Video
- I Informational Displays
- J Meeting Photographs
- K Court Reporter Transcripts

1. INTRODUCTION

Public meetings for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) were held on October 19, and October 25, 2017. The purpose of the public meetings was to provide the public with updated information about the study scope and schedule, receive comments on the proposed Tentatively Selected Plan (TSP), and provide thoughts about the Dredged Material Management Plan (DMMP) opportunities and potential options. Due to the effects of Hurricane Harvey in August 2017, the public meetings originally scheduled for September 21, and September 27, 2017 were rescheduled for October 2017. Further information regarding the public meetings is detailed below.

1.1. PROJECT BACKGROUND

The Environmental Impact Statement (EIS) and Feasibility Study for the proposed HSC ECIP are intended to identify and evaluate a combination of modifications to improve the efficiency and safety of the Houston Ship Channel (HSC).

The U.S. Army Corps of Engineers (USACE) is leading this study in collaboration with the non-federal sponsor, Port Houston. The USACE leads the development of the EIS and Feasibility Study. The EIS preparation and Feasibility Study are being conducted concurrently to result in a single integrated Feasibility Study and EIS document, or a Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR-EIS). The DIFR-EIS documents the planning process undertaken for the HSC ECIP Feasibility Study. Currently, the study team has formulated and screened alternatives to identify the TSP, which is a proposed preferred plan put forth for concurrent public, policy, agency, technical, and independent external peer review.

The study is focusing on the feasibility of improving navigation on the 50-mile-long HSC. In general, the entire ship channel, except the entrance channel in the Gulf of Mexico, is being evaluated. The study focus includes deepening and widening opportunities from Boggy Bayou to the Main Turning Basin; safety improvements to side channels at the Bayport Ship Channel and the Barbours Cut Channel through widening; and enhancements to the Galveston Bay Reach safety and efficiency to include widening and easing of channel turns.

The study has several objectives:

- Investigate improving a deep-draft navigation efficiency to accommodate for current and future, larger vessels.
- Evaluate ways to reduce vessel traffic delays.
- Increase channel safety.
- Establish environmentally suitable placement areas for dredged material.

To best address the navigation problems identified within the HSC, the channel was divided into six segments and each segment was assigned a “design vessel” to help formulate and ultimately select the appropriate measures. The measures were developed and evaluated

through several iterations of screening, after which alternative plans were formulated. Consistent with SMART (Specific, Measurable, Attainable, Risk-informed, Timely) Planning concepts, screening and evaluation of these measures relied largely on existing available information.

In total, 45 measures were identified during this planning process and 15 measures were screened out based on environmental, engineering, and economic reasons. The remaining 30 measures were forwarded and combined into alternative plans.

Eight alternative plans were developed to evaluate improved navigation as measured by reduced transportation costs for the projected vessel fleet forecast. The eight alternatives were developed around addressing the unique problems, restrictions, and needs of each design vessel, and combinations of them. The study analyzed these alternatives against the No-Action Alternative to determine which plan maximized transportation cost savings on the HSC system. That plan, identified as the TSP, would be carried forward in the study process for further refinement and evaluation. The eight alternative plans include:

- Alternative 1 – Minimum System Wide Plan (No Bay Widening)
- Alternative 2 – Bay Plan
- Alternative 3 – Suezmax Plan
- Alternative 4 – Aframax Plan
- Alternative 5 – Bulkers, Tankers, & Vehicle Carriers Plan
- Alternative 6 – Bay Mooring Plan
- Alternative 7 – Upper Channel Mooring Plan
- Alternative 8 – The Comprehensive Plan

The TSP, identified as Alternative 8, is a system-wide plan that best meets the study objectives. When compared to the other alternatives, this alternative most effectively reduces Pilot Rule restrictions for transit on the HSC, while concurrently improving safety.

2. PUBLIC MEETING PROCESS

The HSC ECIP public meeting process consisted of the following elements:

- A Notice of Availability (NOA) notifying the public of the DIFR-EIS for the HSC ECIP was published on the USACE, Galveston District website.
- A NOA announcing the public review period for the HSC ECIP DIFR-EIS was published in the Federal Register.
- Due to Hurricane Harvey, a NOA amending the public review period for the HSC ECIP DIFR-EIS was published in the Federal Register.

- A public notice announcing the originally scheduled public meetings in September 2017 was published in English in the *Houston Chronicle* and *Galveston Daily News*, and in Spanish in *La Voz*.
- Postcards announcing the originally scheduled public meetings in September 2017 were mailed to interested parties and local, state, and federal elected officials.
- A public notice announcing the rescheduled public meetings in October 2017 was published in English in the *Houston Chronicle* and *Galveston Daily News*, and in Spanish in *La Voz*.
- Postcards announcing the rescheduled public meetings in October 2017 were mailed to interested parties and local, state, and federal elected officials.
- A webpage maintained by the USACE describes the proposed project and lists public notices and opportunities for the public to review the DIFR-EIS and TSP.
- Two public meetings were hosted to provide the public with updated information about the study scope and schedule, receive comments on the proposed DIFR-EIS and TSP, and provide thoughts about the DMMP opportunities and potential options.
- All comments received during the comment period, and those received after the comment period to the extent practicable, were reviewed and considered. The deadline to receive comments for consideration during the study was November 13, 2017.

3. PUBLIC MEETING SUMMARY

The public meetings for the HSC ECIP were held on Thursday, October 19, 2017, at La Porte Junior High School, 401 S. Broadway Street, La Porte, Texas 77571 and Wednesday, October 25, 2017, at Galena Park High School, 1000 Keene Street, Galena Park, Texas 77574, from 6:30 p.m. to 8:30 p.m.

The public meetings were held in a combined open house and town hall style. Upon arrival, attendees were asked to complete an attendee card and were provided with meeting materials including a meeting agenda, the second edition of the study newsletter, and a written comment form. A total of 58 people completed attendee cards, with 28 completed attendee cards at the La Porte Junior High meeting and 30 completed attendee cards at the Galena Park High School meeting. An attendee database is included in **Appendix B**, and copies of the completed attendee cards are included in **Appendix C**. Copies of meeting materials can be found in **Appendix F**.

The public meetings began as an open house and attendees were invited to view an informational video and informational display stations, as well as discuss the study with study team representatives available at each meeting. The informational video was produced to provide a point of consistent, targeted communication in a professional and easily distributed format. The informational video is approximately 18 minutes in length and informs the viewer about the HSC, the study focus, plan formulation, alternatives for consideration, study

alternatives, the TSP, effects on environmental quality, the DMMP, and the study process. Informational display stations were arranged around the meeting space and provided information about the study, the study process, and the study alternatives and TSP. Copies of the display materials are included in **Appendix I** and a link to the informational video is included in **Appendix H**.

At the conclusion of the open house portion of the meetings, a formal presentation (**Appendix G**) was given by the USACE. The presentation included information about the HSC, the study focus, plan formulation, alternatives for consideration, study alternatives, the TSP, effects on environmental quality, the DMMP, and the study process. Following the formal presentation, attendees were invited to offer verbal comments. Attendees wishing to offer verbal comments were required to sign-up and were called to speak in the order in which they registered. Each speaker was provided with five minutes to speak and was asked to state and spell their first and last name before speaking. Following the verbal commenting period, attendees were invited to engage study team members in discussion about the study, ask questions, and continue viewing the informational video and display stations. Attendees were also invited to submit written comments at the public meeting or at any time during the comment period via mail or email. Photographs from the public meetings are included in **Appendix J**.

4. PUBLIC NOTIFICATIONS

The public was notified about the HSC ECIP public meetings and DIFR-EIS via a published NOA, public notices, mailed postcards, and the study webpage.

4.1. NOTICE OF AVAILABILITY

The USACE published a NOA to notify the public of the DIFR-EIS in August 2017. The NOA also announced the originally scheduled public meetings in September 2017 and solicited written comments on the DIFR-EIS throughout the public review period. Additionally, a NOA announcing the public review period for the DIFR-EIS was published in the Federal Register on September 1, 2017. In response to Hurricane Harvey, a NOA was published in the Federal Register again on September 22, 2017, to announce the amended public review period. Copies of each NOA are included in **Appendix A**.

4.2. NEWSPAPER NOTICE

A public notice notifying the public of the DIFR-EIS and announcing the date, time, and location of the originally scheduled public meetings in September 2017 was published in English in the *Houston Chronicle* and the *Galveston Daily News* on September 1, 2017, and in Spanish in *La Voz* on August 30, 2017.

A second public notice notifying the public of the DIFR-EIS and announcing the rescheduled public meetings in October 2017 was published in English in the *Houston Chronicle* and *Galveston Daily News* on September 15, 2017, and in Spanish in *La Voz* on

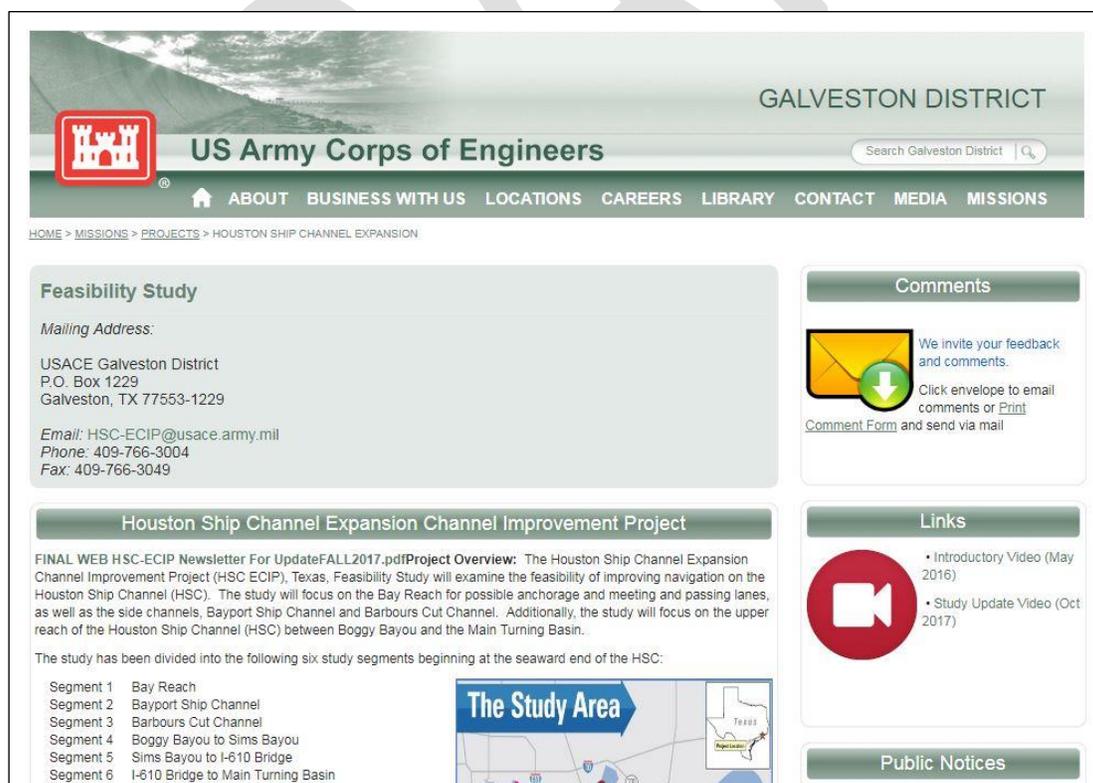
September 24, 2017. The public notice also included information about where to access the DIFR-EIS for review and solicited written comments throughout the public review period via mail or email. Copies of the public notices are included in **Appendix A**.

4.3. POSTCARD

A total of 282 postcards to interested parties and local, state, and federal elected officials were sent via mail on August 25, 2017, announcing the originally scheduled public meetings in September 2017, and again on September 15, 2017, announcing the rescheduled public meetings in October 2017. The postcards also solicited written comments throughout the public review period via mail or email. Copies of the mailed postcards and the stakeholder mailing list are included in **Appendix A**.

4.4. WEBPAGE

A webpage for the HSC ECIP (www.swg.usace.army.mil/Missions/Projects/Houston-Ship-Channel-Expansion/) has been maintained by the USACE throughout the study process. The webpage announces public meetings for the study, provides information about the study focus and study progress, and provides links to study notices, study documents, public meeting documents and both versions of the informational study video. Additionally, the webpage lists the study email and mailing addresses. A screenshot of the study webpage is included below and in **Appendix A**.



HSC ECIP Webpage
www.swg.usace.army.mil/Missions/Projects/Houston-Ship-Channel-Expansion/

5.COMMENTS RECEIVED

5.1. COMMENT COLLECTION METHODS

All comments received during the comment period, and those received after the comment period to the extent practicable, were reviewed and considered. The comment deadline for the study was Monday, November 13, 2017. Comments were received via the following channels:

- Verbal comments were received during the verbal comment period at the public meetings.
- Comment forms were submitted at the public meetings or mailed to U.S. Army Corps of Engineers, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, Texas 77553-1229.
- Comments were received via the study email at HSC-ECIP@usace.army.mil or study team representatives.

5.2. COMMENT TABULATION

A total of 31 comments were submitted. A database of comments submitted is available in **Appendix D**, and copies of submitted comments are included in **Appendix E**. Verbal comments are recorded in court reporter transcripts from each public meeting. The court reporter transcripts are included in **Appendix K**.

Comment Type	Quantity
Comments provided during the verbal comment period at the public meetings	6
Comments submitted via written comment form at the public meetings or via mail	9
Comments submitted via email directly to HSC-ECIP@usace.army.mil or study team representatives	16

5.3. COMMENT SUMMARY

The following list indicates the subjects identified in the public comments received during the public meetings (tally of associated comments):

- Comments addressing *engineering* issues with the study (12)
- Comments addressing *environmental* issues with the study (10)
- Comments addressing *economic* issues with the study (8)
- Comments addressing *planning* issues with the study (8)
- Comments addressing *real estate* issues with the study (5)
- Comments addressing *hydrologic and hydraulic* issues with the study (1)

Appendix A

Meeting Notices: U.S. Army Corps of Engineers Notice of Availability, Federal Register Notice of Availability, Public Notice, Study Webpage, Postcard, and Stakeholder Mailing List

*U.S. Army Corps of Engineers Notice of Availability
August 2017*



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

JOINT NOTICE OF AVAILABILITY
DRAFT FEASIBILITY STUDY & INTEGRATED ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED U.S. ARMY CORPS OF ENGINEERS
HOUSTON SHIP CHANNEL 45-FOOT EXPANSION CHANNEL IMPROVEMENT PROJECT
HARRIS AND GALVESTON COUNTIES, TEXAS
August 2017

The public is hereby notified of the draft Integrated Feasibility Report and Environmental Impact Statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP), Harris and Galveston Counties, Texas, prepared by the U.S. Army Corps of Engineers, Galveston District (USACE) in partnership with the Port of Houston Authority (PHA). Authorized by Congress in Section 216 of the Flood Control Act (FCA) of 1970 (Public Law [P.L.] 91-611), as amended, the study is a vital tool produced and used by the USACE to guide the responsible stewardship of administered resources for the benefit of present and future generations. The report will be available for download starting September 1, 2017 at the URL address:

<http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>

Compact disc (CD) copies of the report can be requested from Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, at P.O. Box 1229, Galveston, TX 77553-1229. In addition, CDs of the report are available for viewing at the following libraries:

- Houston Public Library (Central Branch), 500 McKinney St., Houston, Texas 77002
- Rosenberg Library, 2310 Sealy St, Galveston, TX 77550
- Harris County Library (Jacinto City Branch), 921 Akron St., Houston, TX 77029
- Pleasantville Neighborhood Library, 1520 Gellhorn Dr., Houston, TX 77029
- Harris County Library (Galena Park Branch), 1500 Keene Street, Galena Park, TX 77547
- Harris County Library (Stratford Branch), 509 Stratford, Highlands, TX 77562
- Erma Wood Carlson Library, 150 Lee Dr, Baytown, TX 77520
- Sterling Municipal Library, 1 Mary Wilbanks Ave, Baytown, TX 77520
- La Porte Community Library, 600 S. Broadway St., La Porte, TX 77571
- Moore Memorial Public Library is 1701 9th Ave N, Texas City, TX 77590
- Evelyn Meador Branch Library, 2400 N. Meyer Ave., Seabrook, TX 77586

Two public information meetings will be held in the Houston area during the public comment period:

- Thursday, September 21 - Galena Park High School, 1000 Keene St, Galena Park, TX 77547 6:30-8:30 PM
- Wednesday, September 27 - La Porte Junior High, 401 S Broadway St, La Porte, TX 77571 6:30-8:30 PM

The USACE will accept written public comments on the integrated report for a 45-day period starting September 1, 2017 and continuing through October 16, 2017. Comments on the report must be postmarked by October 16, 2017. You may send written comments or questions to the USACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, or you may email comments or questions to: HSC-ECIP@usace.army.mil.

This public notice is also issued for the purpose of advising all known interested persons that there is pending before the Texas Commission on Environmental Quality (TCEQ) a decision on water quality certification. Any comments concerning this application may be submitted to the TCEQ, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087. A copy of the public notice, with a description of work, has been made available for review in the TCEQ's Austin office.

8/18/17

Date



Douglas C. Sims, RPA
Chief, Environmental Compliance Branch
Regional Planning & Environmental Center

Federal Register Notices of Availability

September 1, 2017

September 22, 2017

Washington, DC 20460; telephone number (202) 343-9220; fax number: (202) 343-2361; email address: vansickle.karen@epa.gov.

SUPPLEMENTARY INFORMATION:

Supporting documents which explain in detail the information that the EPA will be collecting are available in the public docket for this ICR. The docket can be viewed online at www.regulations.gov or in person at the EPA Docket Center, WJC West, Room 3334, 1301 Constitution Ave. NW., Washington, DC. The telephone number for the Docket Center is 202-566-1744. For additional information about EPA's public docket, visit <http://www.epa.gov/dockets>.

Abstract: The NO_x Budget Trading Program was a market-based cap and trade program created to reduce emissions of nitrogen oxides (NO_x) from power plants and other large combustion sources in the eastern United States. The NO_x Budget Trading Program was established as an optional implementation mechanism for the NO_x SIP Call and was designed to reduce NO_x emissions during the warm summer months, referred to as the ozone season, when ground-level ozone concentrations are highest. In 2009, the program was replaced by an ozone-season NO_x trading program under the Clean Air Interstate Rule (CAIR), which has in turn been replaced by ozone-season NO_x trading programs under the Cross-State Air Pollution Rule (CSAPR). Although the NO_x Budget Trading Program was replaced after the 2008 compliance season, this information collection is being renewed because some sources in certain states are still required to monitor and report emissions data to EPA in accordance with the NO_x SIP Call and are not covered by the CSAPR trading programs, so we will account for their information collection burden. All data received by EPA will be treated as public information. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control numbers for EPA's regulations in 40 CFR are listed in 40 CFR part 9.

Form Numbers: None.

Respondents/affected entities: Entities potentially affected by this action are those which formerly participated in the NO_x Budget Trading Program to Reduce the Regional Transport of Ozone and which continue to have reporting obligations in accordance with the NO_x SIP Call that are not duplicated under other rules.

Respondent's obligation to respond: Mandatory (Sections 110(a) and 301(a) of the Clean Air Act).

Estimated number of respondents: EPA estimates that there are 460 former NO_x Budget Trading Program units that will continue to conduct monitoring in accordance with Part 75 solely under the NO_x SIP Call.

Frequency of response: Yearly, quarterly, occasionally.

Total estimated burden: 189,261 hours (per year). Burden is defined at 5 CFR 1320.03(b).

Total estimated cost: \$27,787,807 (per year), includes \$12,227,457 annualized capital or operation & maintenance costs.

Changes in the Estimates: The increase in total burden hours is due to the increased number of units whose information collection burden associated with reporting of ozone-season NO_x mass emissions is now reported under this program instead of other programs. The information collection burden for reporting ozone season NO_x mass emissions data for all sources that were formerly subject to the CAIR NO_x Ozone Season Trading Program and are not covered by CSAPR is now covered under this ICR. Previously, the burden for reporting ozone season NO_x mass emissions data for some of these sources was covered under the CAIR Program ICR (EPA ICR No. 2152.05, OMB Control No. 2060-0570).

Courtney Kerwin,

Director, Regulatory Support Division.

[FR Doc. 2017-18540 Filed 8-31-17; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9034-9]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/nepa>. Weekly receipt of Environmental Impact Statements (EISs) Filed 08/21/2017 Through 08/25/2017 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20170165, Final, USFS, CA, Power Fire Reforestation, Review Period Ends: 10/02/2017, Contact: Marc Young 209-295-5955

EIS No. 20170166, Draft, BLM, NV, Greater Phoenix Project, Comment Period Ends: 10/16/2017, Contact: Christine Gabriel 775-635-4000

EIS No. 20170167, Final, DOC, CO, Nationwide Public Safety Broadband Network for the Central United States, Review Period Ends: 10/02/2017, Contact: Amanda Pereira 202-280-9364

EIS No. 20170168, Draft, Caltrans, CA, North County Corridor New State Route 108 Project and Route Adoption, Comment Period Ends: 10/16/2017, Contact: Juan Torres 559-445-6328

EIS No. 20170169, Draft, USACE, AK, Nanushuk Project, Comment Period Ends: 10/16/2017, Contact: Ellen Lyons 907-474-2169

EIS No. 20170170, Draft, USACE, TX, Houston Ship Channel Expansion Channel Improvement Project, Comment Period Ends: 10/16/2017, Contact: Kelly Burks-Copes 409-766-3044

EIS No. 20170171, Draft, FTA, CA, East San Fernando Valley Transit Corridor, Comment Period Ends: 10/16/2017, Contact: Candice Hughes 213-629-8613

Dated: August 28, 2017.

Dawn Roberts,

Management Analyst, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2017-18604 Filed 8-31-17; 8:45 am]

BILLING CODE 6560-50-P

FEDERAL COMMUNICATIONS COMMISSION

[DA 17-792]

Consumer Advisory Committee Meeting

AGENCY: Federal Communications Commission.

ACTION: Notice.

SUMMARY: The Commission announces the next meeting date, time, and agenda of its Consumer Advisory Committee (hereinafter the "Committee"). The mission of the Committee is to make recommendations to the Commission regarding consumer issues within the jurisdiction of the Commission and to facilitate the participation of consumers (including underserved populations, such as Native Americans, persons living in rural areas, older persons, people with disabilities, and persons for whom English is not their primary

402(p); 40 (CFR) Parts 122, 123, 124, and 125 (and Parts 501 and 503 for Biosolids); and the Great Lakes Critical Programs Act (CPA).

Estimated number of respondents: 935,020 total (934,383 permittees and 637 States/Tribes/Territories).

Frequency of response: Varies depending on the specific response activity and can range from ongoing and monthly to once every 5 years.

Total estimated burden: 28,239,262 hours (per year). Burden is defined at 5 CFR 1320.03(b).

Total estimated cost: \$1,476,244,044 (per year), includes \$43,659,009 annualized capital or operation & maintenance costs.

Changes in the estimates: There is a net increase of 836,289 (3%) hours in the total estimated respondent burden compared with the combined burden of the component ICRs currently approved by OMB. This change in the total is primarily due to a combination of both burden increases and decreases in the component ICRs. Minor changes in the estimated burden occurred for five of the eight component ICRs (NPDES ICR, Pesticide Applicators ICR, National Pretreatment Program ICR, Cooling Water Intake Structures Phase I New Facilities ICR, and the Cooling Water Intake Structures Phase III Facilities ICR). Significant changes occurred for three of the eight component ICRs (Consolidated Animal Sectors ICR, Cooling Water Intake Structures Existing Facility ICR, and Electronic Reporting Rule ICR). These significant changes included: (1) A decrease of 12 percent in the animal sector labor burden due to revised EPA estimates based on changes in industry practice, adherence to USDA guidelines, and industry consolidation (OMB Control No. 2040-0250); (2) an increase of 140 percent in the cooling water intake structures existing facilities labor burden due to the coincidence of the period of greatest implementation burden with the three year ICR period (OMB Control No. 2040-0257); and (3) a decrease of 164 percent in the electronic reporting rule labor burden due to the reduced need for data input due to increased participation in electronic filing of forms and reports as the rule is implemented (OMB Control No. 2020-0035).

Courtney Kerwin,

Director, Regulatory Support Division.

[FR Doc. 2017-20279 Filed 9-21-17; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9035-3]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7146 or <http://www2.epa.gov/nepa/>.

Weekly receipt of Environmental Impact Statements (EIS)
Filed 09/11/2017 Through 09/15/2017
Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://cdxnodengn.epa.gov/cdx-nepa-public/action/eis/search>.

EIS No. 20170178, Draft Supplement, USACE, NM, Middle Rio Grande Flood Protection Bernalillo to Belen, New Mexico: Mountain View, Isleta and Belen Units Integrated General Reevaluation Report and Supplemental Environmental Impact Statement, Comment Period Ends: 11/06/2017, Contact: Michael D. Porter 505-342-3264.

EIS No. 20170179, Draft, USFS, CA, Craggy Vegetation Management, Comment Period Ends: 11/06/2017, Contact: Andrew Mueller 530-468-1223.

EIS No. 20170180, Final, USFS, CA, Trinity Post Fire Hazard Reduction and Salvage, Review Period Ends: 10/30/2017, Contact: Thomas Hall 530-628-1200.

EIS No. 20170181, Revised Draft, USACE, WA, Mount St. Helens Long-Term Sediment Management Plan, Comment Period Ends: 11/06/2017, Contact: Ann Hodgson 503-808-4663.

EIS No. 20170182, Final, USACE, OK, ADOPTION—Plains and Eastern Clean Line Transmission Line Project, Review Period, Contact: David Gade 918-669-7579. The U.S. Army Corps of Engineers—Tulsa District, District Commander Christopher A. Hussin, adopts the Department of Energy's Final Environmental Impact Statement for the Plains & Eastern Clean Line Transmission Line Project (Final EIS #182396 [DOE/EIS/0486]) filed with the USEPA on 11/13/2015. As the USACE was a cooperating agency, recirculation of the document (EIS) is not necessary under 40 CFR 1506.3(c).

EIS No. 20170183, Final, EPA, Other, ADOPTION—Gulf of Mexico OCS Oil

and Gas 2017–2022 Final Multisale EIS, Review Period, Contact: Keith Hayden 214-665-2133. The U.S. Environmental Protection Agency (EPA) has adopted the Bureau of Ocean and Energy Management's (BOEM) Gulf of Mexico Outer Continental Shelf (OCS) Oil and Gas 2017–2022 Final Multisale Environmental Impact Statement (EIS), Council of Environmental Quality (CEQ) No. 20170030. BOEM filed its Final EIS with EPA on March 10, 2017, (82 FR 13338). EPA was a cooperating agency on the project and recirculation of the document is not necessary under Section 1506.3(c) of the CEQ National Environmental Policy Act (NEPA) Regulations.

Amended Notices

EIS No. 20170137, Draft Supplement, Caltrans, CA, I-710 Corridor Project, Comment Period Ends: 10/23/2017, Contact: Jason Roach 213-897-0357. Revision to FR Notice Published 07/28/2017; Extending Comment Period from 09/22/2017 to 10/23/2017.

EIS No. 20170152, Draft, BR, CA, WITHDRAWN—San Luis Low Point Improvement Project, Comment Period Ends: 09/25/2017, Contact: Nicole Johnson 916-978-5085. Revision to FR Notice Published 08/11/2017; Officially Withdrawn per request of the submitting agency.

EIS No. 20170162, Draft Supplement, USFWS, MT, Proposed Amendment to the Endangered Species Act 10(a)(1)(B) Permit Associated with the Montana Department of Natural Resources and Conservation Forested State Trust Lands Habitat Conservation Plan, Comment Period Ends: 10/13/2017, Contact: Amelia Orton-Palmer 303-236-4211. Revision to FR Notice Published 08/25/2017; Correction to Comment Period from 10/09/2017 to 10/13/2017.

EIS No. 20170169, Draft, USACE, AK, Nanushuk Project, Comment Period Ends: 11/14/2017, Contact: Ellen Lyons 907-474-2169. Revision to FR Notice Published 09/01/2017; Extending Comment Period from 10/16/2017 to 11/14/2017.

EIS No. 20170170, Draft, USACE, TX, Houston Ship Channel Expansion Channel Improvement Project, Comment Period Ends: 11/13/2017, Contact: Kelly Burks-Copes 409-766-3044. Revision to FR Notice Published 09/01/2017; Extending Comment Period from 10/16/2017 to 11/13/2017.

EIS No. 20170177, Draft, USFS, SD, Black Hills Resilient Landscapes

Original Public Notice
English & Spanish

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

**JOINT NOTICE OF AVAILABILITY
DRAFT FEASIBILITY STUDY & INTEGRATED ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED U.S. ARMY CORPS OF ENGINEERS
HOUSTON SHIP CHANNEL 45-FOOT EXPANSION CHANNEL IMPROVEMENT PROJECT
HARRIS AND GALVESTON COUNTIES, TEXAS
August 2017**

The public is hereby notified of the draft Integrated Feasibility Report and Environmental Impact Statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP), Harris and Galveston Counties, Texas, prepared by the U.S. Army Corps of Engineers, Galveston District (USACE) in partnership with the Port of Houston Authority (PHA). Authorized by Congress in Section 216 of the Flood Control Act (FCA) of 1970 (Public Law [P.L.] 91-611), as amended, the study is a vital tool produced and used by the USACE to guide the responsible stewardship of administered resources for the benefit of present and future generations. The report will be available for download starting September 1, 2017 at the URL address:

<http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>

Compact disc (CD) copies of the report can be requested from Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, at P.O. Box 1229, Galveston, TX 77553-1229. In addition, CDs of the report are available for viewing at the following libraries:

- Houston Public Library (Central Branch), 500 McKinney St., Houston, Texas 77002
- Rosenberg Library, 2310 Sealy St., Galveston, TX 77550
- Harris County Library (Jacinto City Branch), 921 Akron St., Houston, TX 77029
- Pleasantville Neighborhood Library, 1520 Gellhorn Dr., Houston, TX 77029
- Harris County Library (Galena Park Branch), 1500 Keene St., Galena Park, TX 77547
- Harris County Library (Stratford Branch), 509 Stratford, Highlands, TX 77562
- Erma Wood Carlson Library, 150 Lee Dr., Baytown, TX 77520
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- La Porte Community Library, 600 S. Broadway St., La Porte, TX 77571
- Moore Memorial Public Library is 1701 9th Ave. N, Texas City, TX 77590
- Evelyn Meador Branch Library, 2400 N. Meyer Ave., Seabrook, TX 77586

Two public information meetings will be held in the Houston area during the public comment period:

- Thursday, September 21 - Galena Park High School, 1000 Keene St., Galena Park, TX 77547
6:30-8:30 PM

- Wednesday, September 27 - La Porte Junior High, 401 S Broadway S.t, La Porte, TX 77571
6:30-8:30 PM

The USACE will accept written public comments on the integrated report for a 45-day period starting September 1, 2017 and continuing through October 16, 2017. Comments on the report must be postmarked by October 16, 2017. You may send written comments or questions to the USACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, or you may email comments or questions to: HSC-ECIP@usace.army.mil.

This public notice is also issued for the purpose of advising all known interested persons that there is pending before the Texas Commission on Environmental Quality (TCEQ) a decision on water quality certification. Any comments concerning this application may be submitted to the TCEQ, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087. A copy of the public notice, with a description of work, has been made available for review in the TCEQ's Austin office.

AVISO CONJUNTO DE DISPONIBILIDAD
BORRADOR DE ESTUDIO INTEGRADO DE FACTIBILIDAD Y DECLARACIÓN DE IMPACTO AMBIENTAL
PARA EL PROYECTO DE MEJORA PROPUESTO PARA EL CANAL DE NAVEGACIÓN DE HOUSTON
POR EL CUERPO DE INGENIEROS DE LOS ESTADOS UNIDOS
CONDADOS DE HARRIS Y GALVESTON, TEXAS
Agosto, 2017

Por este conducto se le notifica al público el borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental (EIS) para el Proyecto de Mejora del Canal de navegación que consiste de una ampliación (HEC ECIP), de los Condados Harris y Galveston, Texas, preparado por el Cuerpo de Ingenieros del Ejército de los Estados Unidos, el Distrito de Galveston (USACE) en asociación con la Autoridad del Puerto de Houston (PHA). Autorizado por el Congreso en la Sección 216 de la Ley de Control de Inundaciones (FCA) de 1970 (Ley Pública [PL] 91-611), con sus enmiendas, el estudio es una herramienta vital producida y utilizada por la USACE para guiar un acompañamiento responsable de los recursos administrados en beneficio de las generaciones presentes y futuras. El reporte estará disponible para su descarga a partir del 1 de septiembre de 2017 en la dirección URL:

<http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>

Se pueden solicitar copias del informe en disco compacto (CD) de parte de Dr. Kelly Burks-Copes, Sección Costera, Planificación Regional y Centro Ambiental, en P.O. Box 1229, Galveston, TX 77553-1229. Adicionalmente, los CDs del informe están disponibles para su consulta en las siguientes bibliotecas:

- Biblioteca Pública de Houston (Sucursal Central), 500 McKinney St., Houston, Texas 77002
- Biblioteca Rosenberg, 2310 Sealy St., Galveston, TX 77550
- Biblioteca del Condado de Harris (sucursal en Jacinto City), 921 Akron St., Houston, TX 77029
- Biblioteca Pleasantville Neighborhood, 1520 Gellhorn Dr., Houston, TX 77029
- Biblioteca del Condado de Harris (sucursal Galena Park), 1500 Keene St., Galena Park, TX 77547
- Biblioteca del Condado de Harris (sucursal Stafford), 509 Stratford, Highlands, TX 77562
- Biblioteca Erma Wood Carlson, 150 Lee Dr., Baytown, TX 77520
- Biblioteca Municipal Sterling, 1 Mary Wilbanks Ave., Baytown, TX 77520
- Biblioteca Comunitaria de La Porte, 600 S. Broadway St., La Porte, TX 77571
- Biblioteca Pública Moore Memorial, 1701 9th Ave. N, Texas City, TX 77590
- Biblioteca Evelyn Meador, 2400 N. Meyer Ave., Seabrook, TX 77586

Durante el período de comentarios públicos se celebrarán dos reuniones de información pública en el área de Houston:

- Jueves, 21 de Septiembre - Galena Park High School, 1000 Keene St., Galena Park, TX 77547 6:30 - 8:30 PM
- Miércoles, 27 de Septiembre - La Porte Junior High, 401 S Broadway St., La Porte, TX 77571 6:30 - 8:30 PM

Durante un periodo de 45 días a partir del 1 de Septiembre de 2017 y hasta el 16 de Octubre de 2017, la USACE aceptará comentarios públicos por escrito sobre el reporte integrado. Los comentarios sobre el informe deben estar mastellados por correo a más tardar el 16 de Octubre de 2017. Usted puede enviar comentarios por escrito o preguntas al USACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, o puede enviar comentarios o preguntas por correo electrónico a: HSC-ECIP@usace.army.mil.

Este aviso público también se emite con el propósito de asesorar a todas las personas interesadas que la Comisión de Calidad Ambiental de Texas (TCEQ) tiene pendiente una decisión sobre la certificación de calidad del agua. Cualquier comentario sobre esta solicitud puede ser presentado a la TCEQ, Coordinador 401, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087. Una copia del aviso público, con una descripción del trabajo, se ha puesto a su disposición para revisión en la oficina de TCEQ en Austin.

Public Notice – Houston Chronicle
September 1, 2017 Issue

Legal Notices

To place legal notices
email legals@chron.com or call 713.224.6868.

BIDS & PROPOSALS

NOTICE OF SALE
HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 433
UNLIMITED TAX BONDS, SERIES 2017A
(A political subdivision of the State of Texas located in Harris County, Texas)

\$6,000,000

Selling: Wednesday, September 13, 2017
Bids Due: 9:30 A.M. C.D.T.

Place and Time of Sale: The District will consider the award of the sale of the Bonds on Wednesday, September 13, 2017 at 11:30 A.M. C.D.T., at the designated meeting place outside the boundaries of the District: Mischer Investments, L.P., 9 Greenway Plaza, Suite 2900, Houston, Texas 77046. Action will be taken immediately by the Board of Directors of the District to accept or reject the bids.

Address of the Bids/Bids Delivered in Person: Written bids, plainly marked "Bid for Bonds" should be addressed to the Board of Directors of Harris County Municipal Utility District No. 433, and if delivered in person, delivered to the District's Financial Advisor, Public Finance Group LLC - Cheryl Allen, c/o Norton Rose Fulbright US LLP, 1301 McKinney Street, 51st Floor, Houston, Texas 77010 prior to 9:30 A.M. C.D.T. on Wednesday, September 13, 2017. All bids must be submitted on the "Official Bid Form" and accompanied by a Bank Cashier's Check in the amount of \$120,000 payable to the order of Harris County Municipal Utility District No. 433 as a good faith deposit.

Electronic Bidding Procedures: Any prospective bidder that intends to submit an electronic bid must submit its electronic bid through the facilities of PARITY between 8:30 A.M. C.D.T. and 9:30 A.M. C.D.T., on Wednesday, September 13, 2017, as described in the "Official Notice of Sale" described below.

Subscription to the i-Deal LLC's BIDCOMP Competitive Bidding System is required in order to submit an electronic bid through PARITY. Further information about PARITY, including any fee charged, may be obtained from Parity Customer Support, 40 West 23rd Street, 5th Floor, New York, New York 10010, (212) 404-8102.

Bids by Facsimile: Bidders that choose to exercise the facsimile bidding option must submit their bid by facsimile on the date of the sale. Facsimile bids will be accepted at (512) 382-5490 prior to 9:30 A.M. C.D.T. on Wednesday, September 13, 2017, to the attention of Cheryl Allen, as described in the "Official Notice of Sale" described below.

Information: The Bonds are more completely described in the "Official Notice of Sale," "Official Bid Form," and the "Preliminary Official Statement" which may be obtained from Public Finance Group LLC, 900 S. Capital of Texas Highway Building IV, Suite 475, Austin, Texas 78746, (512) 382-5420, Financial Advisor to the District.

The bidder whose bid is the winning bid in accordance with the Notice of Sale will be notified immediately and must submit a SIGNED Official Bid Form in connection with the sale by 10:00 A.M. C.D.T. on Wednesday, September 13, 2017, to Cheryl Allen, Public Finance Group LLC at (512) 382-5490 or callen@publicfinancegrp.com. Additionally, pursuant to Texas Government Code Section 2252.908, the District may not award the Bonds to the winning bidder unless the bidder submits a Certificate of Interested Parties Form 1295, as prescribed by the Texas Ethics Commission, to the District, before the District formally votes to award the Bonds to the winning bidder.

The District reserves the right to reject any or all bids for the Bonds and to waive any and all irregularities except time of filing. This notice does not constitute an offer to sell the Bonds but is merely notice of sale of the Bonds as required by law. The offer to sell the Bonds will be made only by means of the "Official Notice of Sale," "Preliminary Official Statement" and the "Official Bid Form."

Board of Directors
Harris County Municipal Utility
District No. 433

NOTICE TO CREDITORS

Notice To Creditors Ad

\$74.00*

Call the Legals Team
713-224-6868
Ext. 6435 or 4204

***\$74.00 includes first 36 lines and 1 Affidavit of Publication**
***\$1.92 per line over 36 lines**

BIDS & PROPOSALS

INVITATION TO BIDDERS

Sealed bids in duplicate addressed to Harris County Municipal Utility District No. 341, Owner, will be received in the office of Benchmark Engineering Corporation, 2401 Fountainview, Suite 500, Houston, Texas 77057, until 10:00 a.m., on Friday, September 8, 2017 at which time all bids will be opened and publicly read for the furnishing of all material, equipment, labor, and supervision necessary or incidental for the "Construction of Repair Work to the Concrete Lake Edge Protection, Phase III for Lakes on Eldridge Subdivision."

Scope of Project: Repair work to the concrete bulkhead including grouting, filling crack areas, constructing tie backs to concrete wall, filling void areas with cement, backfilling low areas with select fill dirt, repairs and regrading of backslope swales, localized repair of backslope swale interceptor structures, and related appurtenances.

A non-mandatory prebid conference will be held in the office of Benchmark Engineering Corporation, 2401 Fountainview, Suite 500, Houston, Texas 77057, on Friday, September 1, 2017, at 10:00 a.m. (**ATTENDANCE IS NON-MANDATORY**).

Plans, specifications and bid documents shall be purchased at Benchmark Engineering Corporation to be able to bid this project for a \$50.00 non-refundable fee.

A cashier's check, certified check and/or bid bond meeting the requirements of the contract documents, in the amount of 5% of the total amount bid must accompany each bid. The successful bidder will be required to provide a performance bond and a payment bond, as provided for in the bid documents, for full amount of the contract. The Owner reserves the right to reject any or all bids. All bids received after the closing time designated will be returned unopened.

DU TO HURRICANE HARVEY, THIS PROJECT HAS BEEN POSTPONED INDEFINITELY

LEGAL NOTICES

CAUSE NUMBER: 2017-49623

IN THE 61ST JUDICIAL DISTRICT COURT OF HARRIS COUNTY, TEXAS

Plaintiff: JCG ENTERPRISES LLC

vs.

Defendants: EVERLINE, JOHN

CITATION BY PUBLICATION

THE STATE OF TEXAS COUNTY OF Harris

To: John Everline
The Unknown Heirs of John Everline
Amanda Everline
The Unknown Heirs of Amanda Everline
PA Harmon
The Unknown Heirs of PA Harmon

YOU ARE HEREBY COMMANDED to be and appear before the 61st Judicial District Court of Harris County, Texas at 10:00 a.m. on Monday, the 18th day of September, 2017, being the Monday next after the expiration date of forty-two days after this citation is issued, and you are hereby commanded and required then and there to appear and file written answer to the Original Petition, filed in said Court on the 26th day of July, in a suit numbered 2017-49623 the docket of said court, wherein JCG Enterprises LLC, is the Plaintiff (s) and John Everline and his Unknown Heirs, Amanda Everline and her Unknown Heirs, PA Harmon and her Unknown Heirs, Robert Murphy d/b/a This Rock Dev & dba This Rock Development Unltd are the Defendant (s), the nature of Plaintiff's demand and the said petition alleging: Other Civil

Decades ago, J. Everline and A. Everline purchased the real property at 2620 Tidwell, Houston, Harris County, Texas 77091 (the "Property"). On or about March 4, 2001, Amanda Everline ("A. Everline") executed a deed granting her interest in the Property to P.A. Harmon ("Harmon"). On or about June 14, 2004, Harmon executed a deed granting her interest in the Property to Robert Murphy d/b/a This Rock Dev & d/b/a This Rock Development Unltd. ("Murphy"). Murphy did not obtain or valid title for the Property from Harmon or that Harmon was incapable of transferring proper title to Murphy. On or about September 21, 2006, Joe Garcia ("Garcia") purchased the Property from Murphy. Murphy falsely represented to Garcia that he owned the Property and could convey clear title to the Property to Garcia. On or about May 10, 2011, Garcia transferred the Property to Plaintiff. During the entire period that Garcia owned the Property, Garcia excluded others from the Property. Since obtaining the Property, Plaintiff has continued to visibly, openly, and hostile to all other claims use, cultivate, and enjoy the Property. During the entire time Plaintiff has owned the Property, Plaintiff has excluded others from the Property. Plaintiff is now the true and correct owner of the Property.

You have been sued. You may employ an attorney. If you or your attorney do not file a written answer with the Clerk who issued this citation by 10:00 a.m. on the Monday next following the expiration of 42 days from the date of issuance of this citation and petition, a default judgment may be taken against you.

Notice hereof shall be given by publishing this Citation once a week for four consecutive weeks previous to the day of 18th day of September, 2017, in some newspaper published in the county of Harris, if there be a newspaper published therein, but if not, then in the nearest county where a newspaper is published, and this Citation shall be returned on the 13th day of September, 2017, which is forty two days after the date it is issued, and the first publication shall be at least twenty-eight days before said return day.

HEREIN FAIL NOT, but have before said court on said return day this Writ with your return thereon, showing how you have executed the same.

WITNESS: Chris Daniel, District Clerk, Harris County Texas

GIVEN UNDER MY HAND AND SEAL OF SAID COURT at Houston, Texas this 3rd day of August, 2017.

Newspaper: Houston Chronicle
Issued at the request of: Nick Martinez
Address: 1111 North Loop West Suite 702 Houston, Texas 77008
Bar Number: 2116720
(SEAL)
CHRIS DANIEL, District Clerk
Harris County, Texas
201 Caroline, Houston, Texas 77002
P.O. Box 4651, Houston, Texas 77210

BIDS & PROPOSALS

Notice to Proposers

Sealed electronic proposals will be received by Lone Star College for:
■ CSP #538 - Westway Park Technology Center Construction (Interior Build-Out). Electronic bids due by 11:00 a.m., Thursday, 09/28/2017. Mandatory Pre Proposal and Site Visit, Monday, 09/11/2017 at 8:00 a.m. at the Westway Park Technology Center, 5060 Westway Park Blvd., Houston, Texas 77041. Contact: kimberly.a.burnaman@lonestar.edu. Must Register to Bid: <http://www.wappdsdc.lonestar.edu/istar/supplier.htm>. If registered, please ensure your registration is up to date. For assistance with the on-line registration process, contact donna.e.cottrell@lonestar.edu or 832-813-6275.

LEGAL NOTICES

TAKE NOTICE that, on January 17, 2017 the hospital facility doing business as Foundation Surgical Hospital of Houston, owned and operated by University General Hospital, LLC, located at 7501 Fannin, Houston, TX 77504, permanently closed. Information regarding the bankruptcy filing by the hospital may be obtained at www.donlinrecano.com/FHI or calling 212.771.1128. Patients may request to pick up their medical records by contacting Clary Document Management, Inc., 4730 Quebec Avenue North, Minneapolis, MN 55428, Phone: 763.548.1320, Fax: 763.548.1325, chartcontrol@clarydm.com. Any medical records not claimed by the patient or the insurance provider within 365 days of this notice will be destroyed.

TENGA EN CUENTA que, el 17 de enero de 2017, la instalación hospitalaria que hace negocios como Hospital Fundacional Quirúrgico de Houston, propiedad y operado por Hospital General Universitario, LLC, ubicado en 7501 Fannin, Houston, TX 77504, permanentemente cerró. Información sobre la declaración de quiebra por el hospital se puede obtener en www.donlinrecano.com/FHI o llamando al 212.771.1128. Los pacientes pueden solicitar recoger sus expedientes médicos poniéndose en contacto con Clary Document Management, Inc., 4730 Quebec Avenue North, Minneapolis, MN 55428, Teléfono: 763.548.1320, Fax: 763.548.1325, chartcontrol@clarydm.com. Cualquier historial médico no reclamado por el paciente o un proveedor de seguros dentro de los 365 días posteriores a este aviso será destruido.

HOUSTON POLICE DEPARTMENT ABANDONED VEHICLE AUCTION

Notice is hereby given to the owners and lien holders of the vehicles listed below that unless such vehicles are redeemed within 20 days of the date of this notice, they may be sold at public auction. Failure of the owner or lien holder to exercise their right to reclaim the vehicle within the time provided constitutes a waiver by the owner and lien holder of all rights, title and interest in the vehicle at public auction. The last registered owner/lien holder could not be determined on the following vehicles.

YR	MAKE/MODEL	VEHICLE ID NO
'97	NISSAN	JN8AR05S8VW106256
'02	FORD	1FAFP53U92G166454
'06	HOND CIVI	JHFMMA158165000810
'11	HOMD TRAI	17GUS1JHYUB024170
'03	HMD TRAI	EQ0000890321
'04	FORD	1FAFP40644F186409
'04	FORD	1FAFP40644F186409
'05	VOLV	YVVICZ92751188919
'96	OLDS	1G3AJR5M5T631225
'07	GMC	1GKDT13S072185276
'98	SUZU	JCY100YPNVW600005
'99	KAWA MC	JKAZ4G17XA026467
'00	FORD F150	1FTZX17267YK823673
'02	GMC YUKO	1GKEC16Z725157292
'04	HOND ACCO	1HGCM7Z74A6160333
'16	HOND ACCO	1HGCR2F33GA161710
'13	DODG	2C3CDYB7DH612323
'04	MTS ENDE	4A4MM41S4AE068770
'01	TOYO SIEN	4T3ZF13C5V1363966
'95	LEXU ES30	JT8B28G7W55044933

AUCTIONS ARE HELD DAILY. FOR TIMES AND LOCATIONS CALL 713-247-5812. TERMS ARE CASH AT TIME OF SALE.

JOINT NOTICE OF AVAILABILITY DRAFT FEASIBILITY STUDY & INTEGRATED ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED U.S. ARMY CORPS OF ENGINEERS HOUSTON SHIP CHANNEL 45-FOOT EXPANSION CHANNEL IMPROVEMENT PROJECT HARRIS AND GALVESTON COUNTIES, TEXAS August 2017

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LEGAL NOTICES

NOTICE OF CANCELLATION OF PUBLIC HEARING

Business US Highway (BU) 90U
From Interstate Highway 610 to East of Mesa Road
CSJ: 0028-01-067
Harris County, Texas

The Texas Department of Transportation (TxDOT) Houston District hereby gives notification that the Public Hearing scheduled for Tuesday, September 5, 2017, at the Eden Event Center, located at 7450 North Wayside Drive, Houston, Texas 77028 is cancelled. TxDOT will reschedule the Public Hearing on a future date. Notification of the future Public Hearing will be published when it is rescheduled.

Questions concerning this cancellation can be directed to the TxDOT Houston District Public Information Officer at (713) 802-5076, by email at: houston@txdot.gov, and on the websites: <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/090517.html> and <http://www.txdot.gov/inside-txdot/projects/studies/houston/bu90u.html>

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

2017 Property Tax Rates in Houston Community College

This notice concerns the 2017 property tax rates for Houston Community College. It presents information about three tax rates. Last year's tax rate is the actual tax rate the taxing unit used to determine property taxes last year. This year's effective tax rate would impose the same total taxes as last year if you compare properties taxed in both years. This year's rollback tax rate is the highest tax rate the taxing unit can set before taxpayers start rollback procedures. In each case these rates are found by dividing the total amount of taxes by the tax base (the total value of taxable property) with adjustments as required by state law. The rates are given per \$100 of property value.

Last year's tax rate:	
Last year's operating taxes	\$149,657,532
Last year's debt taxes	\$49,674,443
Last year's total taxes	\$199,331,975
Last year's tax base	\$198,809,107.048
Last year's total tax rate	\$0.100263/\$100
This year's effective tax rate:	
Last year's adjusted taxes (after subtracting taxes on lost property)	\$197,980,939
+ This year's adjusted tax base (after subtracting value of new property)	\$195,767,586,722
= This year's effective tax rate (Maximum rate unless unit publishes notices and holds hearings.)	\$0.101130/\$100
This year's rollback tax rate:	
Last year's adjusted operating taxes (after subtracting taxes on lost property and adjusting for any transferred function, tax increment financing, state criminal justice mandate, and/or enhanced indigent healthcare expenditures)	\$148,528,332
+ This year's adjusted tax base	\$195,767,586,722
= This year's effective operating rate	\$0.075870/\$100
x 1.08 = This year's maximum operating rate	\$0.081939/\$100
+ This year's debt rate	\$0.023611/\$100
= This year's total rollback rate	\$0.105550/\$100

Schedule A - Unencumbered Fund Balance
If Houston Community College adopts a 2017 tax rate equal to the effective tax rate of \$0.101130 per \$100 of value, taxes would increase compared to 2016 taxes by \$3,224,486.

The following estimated balances will be left in the unit's property tax accounts at the end of the fiscal year. These balances are not encumbered by a corresponding debt obligation.

Type of Property Tax Fund	Balance			
	0			
Schedule B - 2017 Debt Service				
The unit plans to pay the following amounts for long-term debts that are secured by property taxes. These amounts will be paid from property tax revenues (or additional sales tax revenues, if applicable).				
Description of Debt	Principal or Contract Payment to be Paid from Property Taxes	Interest to be Paid from Property Taxes	Other Amounts to be Paid	Total Payment
Limited Tax Bonds Series 2011	6,455,000	4,078,875	0	10,533,875
Limited Tax Bonds Series 2013	3,580,000	17,206,519	0	20,786,519
Limited Tax Bonds Series 2016	0	699,700	0	699,700
Maintenance Tax Notes Series 2006	615,000	197,066	0	812,066
Maintenance Tax Notes Series 2008	2,610,000	65,250	0	2,675,250
Maintenance Tax Notes Series 2009	890,000	347,538	0	1,237,538
Maintenance Tax Notes Series 2010	2,285,000	1,705,775	0	3,990,775
Maintenance Tax Notes Series 2011	1,655,000	1,636,575	0	3,291,575
Maintenance Tax Notes Series 2011A	815,000	769,325	0	1,584,325
Maintenance Tax Notes Series 2016	0	1,443,500	0	1,443,500

Total required for 2017 debt service \$47,055,123
- Amount (if any) paid from Schedule A \$0
- Amount (if any) paid from other resources \$0
- Excess collections last year \$0
= Total to be paid from taxes in 2017 \$47,055,123
+ Amount added in anticipation that the unit will collect only 99.50% of its taxes in 2017 \$236,458
= Total debt levy \$47,291,581

This notice contains a summary of actual effective and rollback tax rates' calculations. You can inspect a copy of the full calculations at 3100 Main Street, 12th Floor, Houston, TX 77002.
Name of person preparing this notice: Teri Zamora
Title: Sr. Vice Chancellor Finance & Administration
Date Prepared: 08/24/2017

CAUSE NO. 201731597

In The 164th Judicial District Court of Harris County, Texas 164TH DISTRICT COURT Houston, TX

PLAINTIFF: TOYOTA INDUSTRIES COMMERCIAL FINANCE INC
vs.
DEFENDANT: ADG CONSTRUCTION LLC

CITATION

THE STATE OF TEXAS County of Harris

To: ADG CONSTRUCTION LLC (TEXAS LIMITED LIABILITY COMPANY) BY SERVING ITS REGISTERED AGENT ERIC ARMSTEAD 305 VELASCO ST HOUSTON, TX 77003

Attached is a copy of PLAINTIFF'S ORIGINAL PETITION AND RELIEFS FOR RULE 194 DISCLOSURES

This Instrument was filed on the 10th day of May, 2017, in the above cited cause number and court. The instrument attached describes the claim against you.

YOU HAVE BEEN SUED. You may employ an attorney. If you or your attorney do not file a written answer with the District Clerk who issued this citation by 10:00 a.m. on the Monday next following the expiration of 20 days after you were served this citation and petition, a default judgment may be taken against you.

TO OFFICER SERVING:
This citation was issued on 19th day of May, 2017, under my hand and seal of said Court.

(SEAL)
/s/ Chris Daniel
Chris Daniel,
District Clerk
Harris County, Texas
201 Caroline, Houston, Texas 77002
(P.O. Box 4651, Houston, Texas 77210)

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Chronicle Classifieds 713-224-6868.

NOTICE OF COMPETITIVE BIDS

Harris County is requesting offers for the projects listed below. Offer requirements, including item description(s), submission due dates and times, type of pricing, payment method, and any bonding requirements, may be obtained on line at www.harriscountytx.gov/purchasing, or in the Purchasing Agent's office. Return offers to Harris County Purchasing Agent, 1001 Preston, Suite 670, Houston, Texas 77002, no later than 2:00 p.m. local time in Houston, Texas on specified due dates.

- Bids/Proposals Due September 11, 2017**
- Job 17/0178 Heavy Highway, Bridge and Drainage Maintenance for Toll Road Authority's System
 - Job 17/0219 Road Construction from 500 ft. North of Mason Road to 500 ft. South of Franz Road and 800 ft. West of Franz Road, Precinct 3
 - Job 17/0220 Road Construction



AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

CROUCH ENVIRONMENTAL SERVICE 0000149719 HC010446225
RAN A LEGAL NOTICE
SIZE BEING: 2 x99 L

Product	Date	Class	Page
Houston Chronicle	Sep 01 2017	Legal Notices	B 4

Victoria Bond AIR CLK

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 1st Day of September A.D. 2017



Debrah Metzger

Notary Public in and for the State of Texas

Public Notice – Galveston Daily News
September 1, 2017 Issue

We've Got Green Thumbs.

It takes tools, talent and TLC to grow a prosperous future. Fortunately, Moody National Bank has all three, and we love to help our customers reap a bountiful harvest.

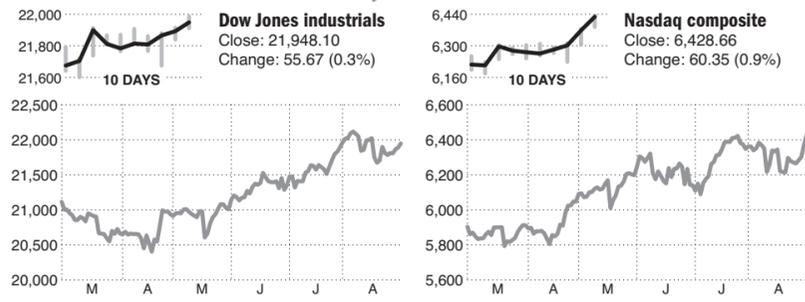
Visit moodybank.com for a map showing our banking centers in Brazoria, Fort Bend, Galveston, Harris and Travis Counties.

MOODY NATIONAL BANK

MEMBER FDIC

Thursday, August 31, 2017

Money&Markets



StocksRecap

	NYSE	NASD	DOW	LOW	CLOSE	CHG.	%CHG.	YTD	
Vol. (in mil.)	3,170	1,784	21985.76	21910.50	21948.10	+55.67	+0.25%	+11.06%	
Pvs. Volume	2,550	1,634	9363.06	9294.38	9319.05	+9.26	+0.10%	+3.04%	
Advanced	2147	1970	745.23	742.86	743.24	+0.08	+0.01%	+12.68%	
Declined	765	921	11890.31	11833.88	11875.69	+70.62	+0.60%	+7.41%	
New Highs	142	165	6435.27	6383.58	6428.66	+60.35	+0.95%	+19.42%	
New Lows	23	28	2475.01	2462.65	2471.65	+14.06	+0.57%	+10.40%	
			S&P 500	1731.83	1721.59	1730.88	+14.21	+0.83%	+4.23%
			Wilshire 5000	25691.46	25555.85	25657.96	+161.15	+0.63%	+9.53%
			Russell 2000	1406.44	1392.04	1405.28	+13.96	+1.00%	+3.55%

LocalStocks

NAME	TICKER	52-WK RANGE	LO	HI	CLOSE	CHG	%CHG	WK	MO	QTR	%CHG	YTD	1YR	P/E	DIV
Amer Natl Insurance	ANAT	111.51	111.51	131.99	115.71	+1.99	+1.7	▼	▼	▼	-7.1	-0.4	16	3.28	
BP PLC	BP	32.53	32.53	38.68	34.73	+3.6	+1.0	▲	▲	▲	-7.1	+7.8	26	2.38	
Boeing Co	BA	126.31	126.31	246.49	239.66	-8.0	-0.3	▲	▲	▲	+53.9	+87.9	25	5.68	
CenterPoint Energy	CNP	21.83	21.83	30.12	29.62	-0.4	-0.1	▼	▼	▼	+20.2	+36.7	21	1.07	
Chevron Corp	CVX	97.53	97.53	119.00	107.62	-1.1	-0.1	▼	▼	▼	-8.6	+10.2	61	4.32	
CocaCola Co	KO	39.88	39.88	46.43	45.55	+1.6	+0.4	▲	▲	▲	+9.9	+8.3	28	1.48	
ConocoPhillips	COP	39.00	39.00	53.17	43.66	+2.5	+0.6	▲	▲	▲	-12.9	+5.3	35	1.06	
Cullen Frost	CFR	67.86	67.86	99.20	84.20	+5.6	+0.7	▼	▼	▼	-4.6	+18.0	18	2.28	
Dow Chemical	DOW	51.57	51.57	67.50	66.65	+1.75	+2.7	▲	▲	▲	+16.5	+24.5	21	1.84	
DuPont	DD	66.02	66.02	86.36	83.93	+7.4	+0.9	▲	▲	▲	+14.3	+20.6	24	1.52	
Duke Energy	DUK	72.34	72.34	87.95	87.30	+0.2	...	▲	▲	▲	+12.5	+14.1	19	3.56f	
EnPro Inds	NPO	52.00	52.00	77.65	70.47	+7.2	+1.0	▲	▲	▲	+4.6	+27.9	48	0.88	
Entergy	ETR	66.71	66.71	81.83	79.17	-2.1	-0.3	▼	▼	▼	+7.8	+6.6	9	3.48	
Exxon Mobil Corp	XOM	76.05	76.05	93.22	76.33	+2.3	+0.3	▼	▼	▼	-15.4	-9.6	29	3.08	
Ford Motor	F	10.47	10.47	13.27	11.03	+0.9	+0.8	▲	▲	▲	-9.1	-7.6	12	0.60a	
Gen Dynamics	GD	148.76	148.76	205.90	201.35	+1.3	+0.1	▲	▲	▲	+16.6	+34.0	21	3.36	
Gen Electric	GE	24.15	24.15	32.38	24.55	+2.7	+1.1	▲	▲	▲	-22.3	-19.6	23	0.96	
Goodyear	GT	26.82	26.82	37.20	30.30	+3.2	+1.1	▲	▲	▲	-1.8	+4.5	9	0.40	
HP Inc	HPQ	13.77	13.77	19.78	19.08	-0.9	-0.5	▼	▼	▼	+28.6	+36.9	12	0.53	
Halliburton	HAL	38.18	38.18	58.78	38.97	+3.0	+0.8	▼	▼	▼	-28.0	-10.6	cc	0.72	
Honeywell Intl	HON	105.25	105.25	140.21	138.27	+2.3	+0.2	▲	▲	▲	+19.4	+20.9	20	2.66	
Hornbeck Offsh Svcs	HOS	1.51	1.51	9.07	2.77	+1.0	+3.7	▲	▲	▲	-61.6	-52.7	dd	...	
IBM	IBM	139.13	139.13	182.79	143.03	+4.7	+0.3	▼	▼	▼	-13.8	-6.9	11	6.00f	
Kroger Co	KR	20.46	20.46	36.44	21.87	-3.3	-1.5	▲	▲	▲	-36.6	-29.5	11	0.50f	
Marathon Oil	MRO	10.55	10.55	19.28	11.12	+2.2	+2.0	▲	▲	▲	-35.8	-28.6	dd	0.20	
Natl Westn Life Grp	NWLI	193.43	193.43	349.89	334.41	+1.7	+0.1	▼	▼	▼	+1.7	+1.2	15	0.36	
Northrop Grumman	NOC	206.69	206.69	274.61	272.21	+1.20	+0.4	▲	▲	▲	+17.0	+29.2	24	4.00	
Penney JC Co Inc	JCP	3.45	3.45	10.74	3.87	+0.4	+1.0	▲	▲	▲	-53.4	-60.4	10	...	
PepsiCo	PEP	98.50	98.50	119.39	115.73	+5.8	+0.5	▲	▲	▲	+10.6	+11.0	24	3.22	
Pfizer Inc	PFE	29.83	29.83	34.99	33.92	+4.7	+1.4	▲	▲	▲	+4.4	-0.5	14	1.28	
Praxair Inc	PX	114.43	114.43	138.69	131.54	+9.0	+0.7	▼	▼	▼	+12.2	+9.1	23	3.15	
Royal Dutch Shell A	RDSA	46.57	46.57	57.75	55.18	+0.1	...	▼	▼	▼	+1.5	+18.3	84	3.76	
Texas Instru	TXN	66.30	66.30	84.65	82.82	+5.1	+0.6	▲	▲	▲	+13.5	+21.6	24	2.00	
Textron Inc	TXT	37.19	37.19	50.93	49.09	+1.2	+0.2	▲	▲	▲	+1.1	+18.9	21	0.08	
Time Warner	TWX	74.27	74.27	103.34	101.10	-2.4	-0.2	▼	▼	▼	+4.7	+30.5	17	1.61	
US Steel Corp	X	15.72	15.72	41.83	26.61	-2.4	-0.9	▲	▲	▲	-19.4	+38.6	dd	0.20	
Valero Energy	VLO	51.17	51.17	71.40	68.10	-3.1	-0.5	▲	▲	▲	-0.3	+27.4	22	2.80	
Verizon Comm	VZ	42.80	42.80	54.83	47.97	-1.5	-0.3	▼	▼	▼	-10.1	-3.5	10	2.31	
WalMart Strs	WMT	65.28	65.28	81.99	78.07	-4.7	-0.6	▼	▼	▼	+12.9	+13.0	17	2.04	

Dividend Footnotes: a - Extra dividends were paid, but are not included. b - Annual rate plus stock. c - Liquidating dividend. e - Amount declared or paid in last 12 months. f - Current annual rate, which was increased by most recent dividend announcement. i - Sum of dividends paid after stock split, no regular rate. j - Sum of dividends paid this year. Most recent dividend was omitted or deferred. k - Declared or paid this year, a cumulative issue with dividends in arrears. m - Current annual rate, which was decreased by most recent dividend announcement. p - Initial dividend, annual rate not known, yield not shown. r - Declared or paid in preceding 12 months plus stock dividend. t - Paid in stock, approximate cash value on ex-distribution date.

PE Footnotes: q - Stock is a closed-end fund - no P/E ratio shown. cc - P/E exceeds 99. dd - Loss in last 12 months.

Bitcoin ballooning

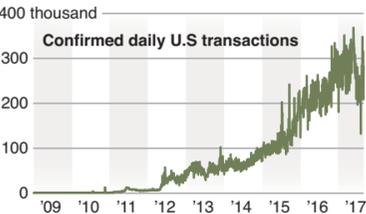
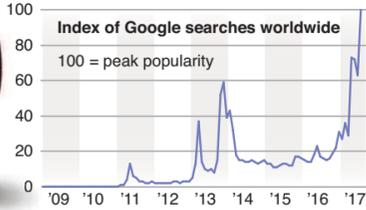
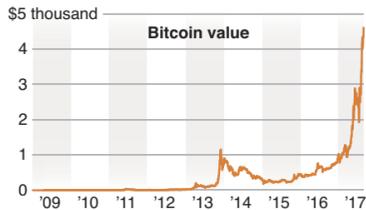
Being in the news — or at least being searched a lot on Google — has been great for the price of bitcoin. But maybe less so for its usefulness as a digital currency.

Since the start of 2016, bitcoin's value in U.S. dollars has risen tenfold, from \$432 to over \$4,600. Recent fears of disruption due to a software upgrade didn't materialize, and the cryptocurrency continues to trend higher.

Bitcoin trader and consultant Chris Burniske recently noted that the dollar value of bitcoin rises and falls in tandem with interest in the cryptocurrency, at least as measured by Google Trends.

One reason: The supply of bitcoin is fixed. There are 16.5 million bitcoins circulating now; over the next century, that will rise to a hard cap of 21 million. That limit tends to push up bitcoin's price against traditional currencies, where supply generally rises much more quickly.

Any demand uptick will tend to push bitcoin's price even higher, making it a lousy way to buy goods or services. Would you want to spend money that only gets more valuable over time?



Sources: Google Trends; Blockchain.info

Ryan Nakashima ; J. Paschke • AP

Interestrates

TREASURIES	YEST	PVS	CHG	WK	MO	QTR	1YR
3-month T-bill	1.00	1.01	-0.01	▼	▼	▼	.33
6-month T-bill	1.07	1.10	-0.03	▼	▼	▼	.46
52-wk T-bill	1.22	1.22	...	▼	▲	▲	.59
2-year T-note	1.33	1.33	...	▼	▼	▼	.81
5-year T-note	1.70	1.73	-0.03	▼	▼	▼	1.18
10-year T-note	2.12	2.13	-0.01	▼	▼	▼	1.58
30-year T-bond	2.73	2.74	-0.01	▼	▼	▼	2.23

BONDS	YEST	PVS	CHG	WK	MO	QTR	1YR
AP Muni Bond Idx	2.21	2.23	-0.02	▼	▼	▼	1.74
Barclays Glob Agg Bd	1.51	1.49	+0.02	▼	▼	▼	...
Barclays USAggregate	2.43	2.43	...	▼	▼	▼	1.95
Barclays US Corp	3.09	3.08	+0.01	▼	▼	▼	2.79
Barclays US High Yield	5.68	5.70	-0.02	▼	▼	▼	6.30
Moody's AAA Corp Idx	3.62	3.62	...	▼	▼	▼	3.24
10-Yr. TIPS	.35	.37	-0.02	▼	▼	▼	1.12

Commodities

FUELS	CLOSE	PVS.	%CHG	%YTD
Crude Oil (bbl)	47.23	45.96	+2.76	-12.1
Ethanol (gal)	1.55	1.50	-0.07	-3.7
Heating Oil (gal)	1.76	1.67	+5.00	+3.1
Natural Gas (mm btu)	3.04	2.94	+3.44	-18.4
Unleaded Gas (gal)	2.14	1.88	+13.54	+28.5

METALS	CLOSE	PVS.	%CHG	%YTD
Gold (oz)	1316.20	1306.40	+0.62	+14.5
Silver (oz)	17.48	17.40	+0.44	+9.7
Platinum (oz)	998.50	995.20	+0.33	+10.8
Copper (lb)	3.08	3.06	+0.47	+23.3

AGRICULTURE	CLOSE	PVS.	%CHG	%YTD
Cattle (lb)	1.05	1.06	-0.98	-12.2
Coffee (lb)	1.28	1.27	+0.95	-6.5
Corn (bu)	3.42	3.30	+3.87	-2.8
Cotton (lb)	0.71	0.71	+0.01	+1.2
Lumber (1,000 bd ft)	385.70	380.00	+1.50	+21.8
Orange Juice (lb)	1.38	1.34	+3.11	-30.5
Soybeans (bu)	9.36	9.23	+1.44	-6.1
Wheat (bu)	4.10	4.04	+1.67	+0.6

(Previous and change figures reflect current contract.)

DAILY VESSEL REPORT

Vessels in Port as of noon Thursday, Aug. 31, 2017

Pier Assignment	Vessel Name	Activity in Port
Pier 41 South	Sturgis	Decommissioning



HARVEY | PORT OPERATIONS

Cruise ships to return as island port reopens

By **MATT DEGROOD**
The Daily News

The Port of Galveston resumed operations late Wednesday after the U.S. Coast Guard examined post-Hurricane Harvey conditions and rescinded its order closing the port to all traffic, officials said.

Cruise ships are slated to return to the port today and the first roll-on, roll-off ship arrived Thursday at Pier 10, said

Cristina Galego, spokeswoman for the port.

The U.S. Coast Guard on Aug. 25 initiated condition "Zulu," which ordered the port closed to all traffic because of high winds expected from Hurricane Harvey.

The move left as many as 20,000 cruise-ship passengers at sea while the storm battered the area.

Carnival's Valor and Freedom cruise ships made stops in New Orle-

ans to refuel and resupply during the storm and Carnival Breeze spent an extra day in Cozumel, officials said.

Royal Caribbean's Liberty of the Seas refueled in Miami while waiting for a clear return, Galego said.

The cruise lines will resume their regular schedules starting today, Galego said.

Matt deGrood: 409-683-5230; matt.degrood@galvnews.com

A F F I D A V I T

Attachment

County of Galveston §

§

State of Texas §

Before me, the undersigned authority, on this day personally came and appeared Kristi Quigley to me well known (or proved to me on the basis of satisfactory evidence), and who after being duly sworn (affirmed) did depose and say that she/he is an **AGENT** for **THE GALVESTON COUNTY DAILY NEWS**, a newspaper of general circulation, which has been continuously and regularly published for a period of not less than one year, in the County of Galveston, and that the **NOTICE**, a copy of which is hereto attached was published in said newspaper on the following day to wit:

September 1 2017

Kristi Quigley

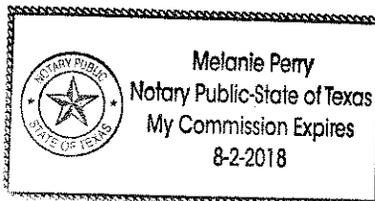
Agent Signature

Sworn and subscribed before me

On this the 14th day of DECEMBER, 2017.

Melanie Perry

Notary for the State of Texas



Public Notice – La Voz
August 30, 2017 Issue

1245 ANUNCIOS
LEGALES1245 ANUNCIOS
LEGALES

AVISO CONJUNTO DE DISPONIBILIDAD BORRADOR DE ESTUDIO INTEGRADO DE FACTIBILIDAD Y DECLARACIÓN DE IMPACTO AMBIENTAL PARA EL PROYECTO DE MEJORA PROPUESTO POR EL CUERPO DE INGENIEROS DE LOS ESTADOS UNIDOS DE UNA AMPLIACIÓN DE 45 PIES AL CANAL DE NAVEGACIÓN DE HOUSTON CONDADOS DE HARRIS Y GALVESTON, TEXAS Agosto, 2017

Por este conducto se le notifica al público el borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental (EIS) para el Proyecto de Mejora del Canal que consiste de una ampliación de 45 pies (HEC ECIP), de los Condados Harris y Galveston, Texas, preparado por el Cuerpo de Ingenieros del Ejército de los Estados Unidos, el Distrito de Galveston (USACE) en asociación con la Autoridad del Puerto de Houston (PHA). Autorizado por el Congreso en la Sección 216 de la Ley de Control de Inundaciones (FCA) de 1970 (Ley Pública [PL] 91-611), con sus enmiendas, el estudio es una herramienta vital producida y utilizada por la USACE para guiar un acompañamiento responsable de los recursos administrados en beneficio de las generaciones presentes y futuras. El reporte estará disponible para su descarga a partir del 1 de septiembre de 2017 en la dirección URL:

<http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>

Se pueden solicitar copias del informe en disco compacto (CD) de parte de Dr. Kelly Burks-Copes, Sección Costera, Planificación Regional y Centro Ambiental, en P.O. Box 1229, Galveston, TX 77553-1229. Adicionalmente, los CDs del informe están disponibles para su consulta en las siguientes bibliotecas:

- Biblioteca Pública de Houston (Sucursal Central), 500 McKinney St., Houston, Texas 77002
- Biblioteca Rosenberg, 2310 Sealy St., Galveston, TX 77550
- Biblioteca del Condado de Harris (sucursal en Jacinto City), 921 Akron St., Houston, TX 77029
- Biblioteca Pleasantville Neighborhood, 1520 Gellhorn Dr., Houston, TX 77029
- Biblioteca del Condado de Harris (sucursal Galena Park), 1500 Keene St., Galena Park, TX 77547
- Biblioteca del Condado de Harris (sucursal Stafford), 509 Stratford, Highlands, TX 77562
- Biblioteca Erma Wood Carlson, 150 Lee Dr., Baytown, TX 77520
- Biblioteca Municipal Sterling, 1 Mary Wilbanks Ave., Baytown, TX 77520
- Biblioteca Comunitaria de La Porte, 600 S. Broadway St., La Porte, TX 77571
- Biblioteca Pública Moore Memorial, 1701 9th Ave. N, Texas City, TX 77590
- Biblioteca Evelyn Meador, 2400 N. Meyer Ave., Seabrook, TX 77586

Durante el periodo de comentarios públicos se celebrarán dos reuniones de información pública en el área de Houston:

- Jueves, 21 de Septiembre - Galena Park High School, 1000 Keene St., Galena Park, TX 77547 6:30 - 8:30 PM
- Miércoles, 27 de Septiembre - La Porte Junior High, 401 S Broadway St., La Porte, TX 77571 6:30 - 8:30 PM

Durante un periodo de 45 días a partir del 1 de Septiembre de 2017 y hasta el 16 de Octubre de 2017, la USACE aceptará comentarios públicos por escrito sobre el reporte integrado. Los comentarios sobre el informe deben estar mastellados por correo a más tardar el 16 de Octubre de 2017. Usted puede enviar comentarios por escrito o preguntas al USACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, o puede enviar comentarios o preguntas por correo electrónico a: HSC-ECIP@usace.army.mil.

Este aviso público también se emite con el propósito de asesorar a todas las personas interesadas que la Comisión de Calidad Ambiental de Texas (TCEQ) tiene pendiente una decisión sobre la certificación de calidad del agua. Cualquier comentario sobre esta solicitud puede ser presentado a la TCEQ, Coordinador 401, MSC 150, P.O. Box 13087, Austin, Texas 78711-3087. Una copia del aviso público, con una descripción del trabajo, se ha puesto a su disposición para revisión en la oficina de TCEQ en Austin.

CHRONICLE LEGAL NOTICES
e-mail legals@chron.com call 713-224-6868

Get the public's attention

DEPORTES BAJO LA LUPA

UNA JORNADA QUE ES CLAVE HACIA RUSIA

Sudamérica presenta una eliminatoria muy pareja



GERMÁN F. MOORES

El Mundial de Rusia 2018 ya está prácticamente a la vuelta de la esquina y las próximas jornadas de las eliminatorias serán claves para las aspiraciones de varios seleccionados que aún luchan por conseguir sus boletos.

En Sudamérica, Brasil es el único que ya ha asegurado su lugar en Rusia entre los diez participantes de la dura y extensa eliminatoria de la Conmebol, donde todos se enfrentan contra todos a visita recíproca y donde sólo quedan cuatro jornadas.

La pelea por los otros tres cupos directos que da la región para el Mundial está muy pareja, como también el quinto puesto que permite ir a un repechaje contra el ganador de la zona de Oceanía, que muy posiblemente sea otra vez Nueva Zelandia (eliminado por México hace cuatro años camino a Brasil 2014).



Jon Shapley / Houston Chronicle

El atacante y capitán de Argentina Lionel Messi vuelve al equipo luego de haber estado ausente en la derrota con Bolivia por una suspensión.

Colombia, Uruguay, Chile, Argentina, Ecuador, Perú y Paraguay están separados por apenas

seis puntos, mientras que Bolivia y Venezuela están afuera de la contienda al fondo de la tabla.

Argentina, subcampeón en Brasil 2014, aprovechó el receso de invierno para hacer un cambio radical y así tratar de enderezar el rumbo a tiempo. Despidió al defensivo director técnico Edgardo Bauza y lo reemplazó con el audaz Jorge Sampaoli, quien llevó a Chile a ganar por primera vez en su historia la Copa América hace dos años, justamente frente a Argentina, en Santiago.

El partido del jueves por la noche ante Uruguay en el histórico estadio Centenario de Montevideo podría ser decisivo para ambos equipos antes de encarar la recta final. Argentina contará con un Lionel Messi mejor rodeado de compañeros para ejecutar un planteo táctico ofensivo, mientras que Uruguay tiene una baja considerable debido a la lesión que sufrió con el Barcelona su goleador Luis Suárez.

En los otros partidos de esa misma jornada Colombia visita a Venezuela, Chile recibe a Paraguay, Brasil hace lo propio con Ecuador y Perú juega en Lima con Bolivia.

gf.moores@chron.com
Sigue a GFM en twitter:
@GermanFMoores

En internet

Para un análisis del hexagonal final en las eliminatorias de la CONCACAF, visita lavozdehouston.com



AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

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LaVoz	Aug 30 2017	Legal Notices	V 7

Victoria Bond A/R Clark

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 30th Day of August A.D. 2017



Charles E. Walichowski
Notary Public in and for the State of Texas

Reschedule Public Notice
English & Spanish

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

RESCHEDULED DUE TO HURRICANE HARVEY

JOINT NOTICE OF AVAILABILITY

U.S. ARMY CORPS OF ENGINEERS

DRAFT INTEGRATED FEASIBILITY REPORT AND ENVIRONMENTAL IMPACT STATEMENT

HOUSTON SHIP CHANNEL EXPANSION CHANNEL IMPROVEMENT PROJECT

HARRIS AND GALVESTON COUNTIES, TEXAS

August 2017

The public is hereby notified of the draft Integrated Feasibility Report and Environmental Impact Statement (EIS) for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP), Harris and Galveston Counties, Texas, prepared by the U.S. Army Corps of Engineers, Galveston District (USACE) in partnership with the Port of Houston Authority (PHA). Authorized by Congress in Section 216 of the Flood Control Act (FCA) of 1970 (Public Law [P.L.] 91-611), as amended, the study is a vital tool produced and used by the USACE to guide the responsible stewardship of administered resources for the benefit of present and future generations. The report will be available for download starting September 1, 2017 at the URL address:

<http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>

Compact disc (CD) copies of the report can be requested from Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, at P.O. Box 1229, Galveston, TX 77553-1229. In addition, CDs of the report are available for viewing at the following libraries:

- Houston Public Library (Central Branch), 500 McKinney St., Houston, Texas 77002
- Rosenberg Library, 2310 Sealy St., Galveston, TX 77550
- Harris County Library (Jacinto City Branch), 921 Akron St., Houston, TX 77029
- Pleasantville Neighborhood Library, 1520 Gellhorn Dr., Houston, TX 77029
- Harris County Library (Galena Park Branch), 1500 Keene St., Galena Park, TX 77547
- Harris County Library (Stratford Branch), 509 Stratford, Highlands, TX 77562
- Erma Wood Carlson Library, 150 Lee Dr., Baytown, TX 77520
- Sterling Municipal Library, 1 Mary Wilbanks Ave., Baytown, TX 77520
- La Porte Community Library, 600 S. Broadway St., La Porte, TX 77571
- Moore Memorial Public Library, 1701 9th Ave. N., Texas City, TX 77590
- Evelyn Meador Branch Library, 2400 N. Meyer Ave., Seabrook, TX 77586

Two public information meetings will be held in the Houston area during the public comment period:

- Thursday, October 19 - La Porte Junior High, 401 S. Broadway St., La Porte, TX 77571
6:30-8:30 PM
- Wednesday, October 25 - Galena Park High School, 1000 Keene St., Galena Park, TX 77547
6:30-8:30 PM

The USACE will accept written public comments on the integrated report for a 73-day period starting September 1, 2017 and continuing through November 13, 2017. Comments on the report must be postmarked by November 13, 2017. You may send written comments or questions to the USACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, or you may email comments or questions to: HSC-ECIP@usace.army.mil.

This public notice is also issued for the purpose of advising all known interested persons that there is pending before the Texas Commission on Environmental Quality (TCEQ) a decision on water quality certification. Any comments concerning this application may be submitted to the TCEQ, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087. A copy of the public notice, with a description of work, has been made available for review in the TCEQ's Austin office.

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

REPROGRAMADO DEBIDO AL HURACÁN HARVEY

AVISO CONJUNTO DE DISPONIBILIDAD
BORRADOR DE ESTUDIO INTEGRADO DE FACTIBILIDAD Y DECLARACIÓN DE IMPACTO AMBIENTAL
PARA EL PROYECTO DE MEJORA PROPUESTO POR EL CUERPO DE INGENIEROS DE LOS ESTADOS UNIDOS
DE UNA AMPLIACIÓN DE 45 PIES AL CANAL DE NAVEGACIÓN DE HOUSTON
CONDADOS DE HARRIS Y GALVESTON, TEXAS
Agosto, 2017

Por este conducto se le notifica al público el borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental (EIS) para el Proyecto de Mejora del Canal que consiste de una ampliación de 45 pies (HEC ECIP), de los Condados Harris y Galveston, Texas, preparado por el Cuerpo de Ingenieros del Ejército de los Estados Unidos, el Distrito de Galveston (USACE) en asociación con la Autoridad del Puerto de Houston (PHA). Autorizado por el Congreso en la Sección 216 de la Ley de Control de Inundaciones (FCA) de 1970 (Ley Pública [PL] 91-611), con sus enmiendas, el estudio es una herramienta vital producida y utilizada por la USACE para guiar un acompañamiento responsable de los recursos administrados en beneficio de las generaciones presentes y futuras. El reporte estará disponible para su descarga a partir del 1 de septiembre de 2017 en la dirección URL:

<http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>

Se pueden solicitar copias del informe en disco compacto (CD) de parte de Dr. Kelly Burks-Copes, Sección Costera, Planificación Regional y Centro Ambiental, en P.O. Box 1229, Galveston, TX 77553-1229. Adicionalmente, los CDs del informe están disponibles para su consulta en las siguientes bibliotecas:

- Biblioteca Pública de Houston (Sucursal Central), 500 McKinney St., Houston, Texas 77002
- Biblioteca Rosenberg, 2310 Sealy St., Galveston, TX 77550
- Biblioteca del Condado de Harris (sucursal en Jacinto City), 921 Akron St., Houston, TX 77029
- Biblioteca Pleasantville Neighborhood, 1520 Gellhorn Dr., Houston, TX 77029
- Biblioteca del Condado de Harris (sucursal Galena Park), 1500 Keene St., Galena Park, TX 77547
- Biblioteca del Condado de Harris (sucursal Stafford), 509 Stratford, Highlands, TX 77562
- Biblioteca Erma Wood Carlson, 150 Lee Dr., Baytown, TX 77520
- Biblioteca Municipal Sterling, 1 Mary Wilbanks Ave., Baytown, TX 77520
- Biblioteca Comunitaria de La Porte, 600 S. Broadway St., La Porte, TX 77571
- Biblioteca Pública Moore Memorial, 1701 9th Ave. N, Texas City, TX 77590
- Biblioteca Evelyn Meador, 2400 N. Meyer Ave., Seabrook, TX 77586

Durante el período de comentarios públicos se celebrarán dos reuniones de información pública en el área de Houston:

- Jueves, 19 de Octubre - La Porte Junior High, 401 S Broadway St., La Porte, TX 77571 6:30 - 8:30 PM
- Miércoles, 25 de Octubre - Galena Park High School, 1000 Keene St., Galena Park, TX 77547 6:30-8:30 PM

Durante un periodo de 73 días a partir del 1 de Septiembre de 2017 y hasta el 13 de Noviembre de 2017, la USACE aceptará comentarios públicos por escrito sobre el reporte integrado. Los comentarios sobre el informe deben estar mastellados por correo a más tardar el 13 de Noviembre de 2017. Usted puede enviar comentarios por escrito o preguntas al USACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, o puede enviar comentarios o preguntas por correo electrónico a: HSC-ECIP@usace.army.mil.

Este aviso público también se emite con el propósito de asesorar a todas las personas interesadas que la Comisión de Calidad Ambiental de Texas (TCEQ) tiene pendiente una decisión sobre la certificación de calidad del agua. Cualquier comentario sobre esta solicitud puede ser presentado a la TCEQ, Coordinador 401, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087. Una copia del aviso público, con una descripción del trabajo, se ha puesto a su disposición para revisión en la oficina de TCEQ en Austin.

Public Notice – Houston Chronicle
September 15, 2017 Issue

Legal Notices

To place legal notices
email legals@chron.com or call 713.224.6868.

NOTICE TO CREDITORS

Notice To Creditors Ad \$74.00*

Call the Legals Team
713-224-6868
Ext. 6435 or 4204

*\$74.00 includes first 36 lines and 1 Affidavit of Publication
*\$1.92 per line over 36 lines

NOTICE TO CREDITORS

Notice is hereby given that original Letters of Independent Administration for the Estate of Edgar M. Emery, Deceased, were issued on September 8, 2017, in Docket No. 456239 pending in Probate Court No.1 of Harris County, Texas, to: Donna Emery Ontko.

All claims against the Estate of Edgar M. Emery, Deceased should be presented to:
Donna Emery Ontko
C/O Kurt M. Andreason
ANDREASON LAW FIRM, PLLC
P. O. BOX 19429
SUGAR LAND, TX 77496-9429

All persons having claims against this Estate which is currently being administered are required to present them within the time and in the manner prescribed by law.

DATED the 13th day of September, 2017.
ANDREASON LAW FIRM
By: Kurt M. Andreason
Attorney for the Estate

BIDS & PROPOSALS

NOTICE TO BIDDERS

HARRIS-MONTGOMERY COUNTIES MUNICIPAL UTILITY DISTRICT NO. 386 will receive bids for construction of "SANITARY SEWER LINE AND MANHOLE INSPECTION PROJECT (2017). Job No. 1245-002-07, Contract No. 1, HARRIS COUNTY, Texas" at the office of the ENGINEER (IDS Engineering Group, 13430 Northwest Freeway, Suite 700, Houston, Texas 77040). The project includes cleaning and televising sanitary sewer lines and manholes. A Pre-bid conference will be held on Friday, September 15, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER, and bids will be publicly opened and read on Friday, September 22, 2017, at 10:00 a.m. Local Time at the office of the ENGINEER. The Pre-bid conference is not mandatory.

Proposals must be accompanied by a cashier's check or a bid bond from a surety company holding a permit in the State of Texas for an amount equal to 2% of the amount bid. The amount of said cashier's check or bond will be forfeited to the OWNER and the bank or surety shall be liable to the OWNER for the amount in the event the successful bidder shall fail or refuse to enter into a contract or furnish bonds as hereafter required within ten (10) days after the date of notice of award.

The successful bidder must furnish a performance bond and a payment bond on the forms provided, each in the amount of 100% of the Contract price from a surety company licensed by the State of Texas.

Copies of the bidding documents are on file and available for review at the office of the Engineer.

Copies of the bidding documents may be obtained from www.CivcastUSA.com search "HCMUD386 SS and MH Inspection". Bidders must register on this website in order to view and/or download specifications, plans, and other related documents for this project. There is NO charge to view or download documents.

The OWNER reserves the right to reject any or all bids and to waive informalities or irregularities in bidding. In case of lack of clarity in stating prices, the OWNER reserves the right to consider the most advantageous construction thereof, or reject the bid.

HARRIS-MONTGOMERY COUNTIES MUNICIPAL UTILITY DISTRICT NO. 386 will receive bids for construction of "SANITARY SEWER LINE AND MANHOLE INSPECTION PROJECT (2017). Job No. 1414-014-07, Contract No. 1, HARRIS COUNTY, Texas" at the office of the ENGINEER (IDS Engineering Group, 13430 Northwest Freeway, Suite 700, Houston, Texas 77040). The project includes cleaning and televising sanitary sewer lines and manholes. A Pre-bid conference will be held on Friday, September 15, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER, and bids will be publicly opened and read on Friday, September 22, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER. The Pre-bid conference is not mandatory.

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The successful bidder must furnish a performance bond and a payment bond on the forms provided, each in the amount of 100% of the Contract price from a surety company licensed by the State of Texas.

Copies of the bidding documents are on file and available for review at the office of the Engineer.

Copies of the bidding documents may be obtained from www.CivcastUSA.com search "HCMUD387 SS and MH Inspection". Bidders must register on this website in order to view and/or download specifications, plans, and other related documents for this project. There is NO charge to view or download documents.

The OWNER reserves the right to reject any or all bids and to waive informalities or irregularities in bidding. In case of lack of clarity in stating prices, the OWNER reserves the right to consider the most advantageous construction thereof, or reject the bid.

NOTICE TO PROPOSERS: Request for sub-contractor proposals for A New High School Complex for Sheldon ISD: Package 2B - High School and Ancillary Buildings

"Durotech, Inc., as Construction Manager at Risk on behalf of Sheldon Independent School District will receive sub-contractor/vendor proposals for the New High School Complex Package 2B - High School and Ancillary Buildings, as designed by Huckabee Architects.

A pre-proposal meeting will be held on Monday, September 18, 2017 at 1:00 PM (Location: AGC, 3825 Dacoma St., Houston, TX 77092).

Proposals and qualification statements will be received by Durotech, Inc., from interested proposers, sub-proposers and suppliers until 2:00 PM on Wednesday, October 04, 2017, in the presence of the Owner and Architect at the offices of Durotech, Inc. at 11931 Wickchester Lane, #205, Houston, Texas 77043-4501, Phone: 281-558-6892 and Fax: 281-496-5637. Construction Manager Contact: Sidhesh Kakodkar

Drawings and Specifications will be available for review at the offices of Durotech, Inc., and at the plan rooms of AGC, Dodge Data & Analytics, Virtual Builders Exchange, Brazos Valley Contractors Association, Construction Data and CMD Group. Prevailing wage rates in conformance with Texas law will be paid on this project. All proposals shall remain valid for sixty (60) days.

The Owner, Architect/Engineer and Construction Manager reserve the right to reject any and all proposals, to waive any informalities and irregularities in the proposal process, and to make the awards in the best interest of the school district. By submitting a proposal, each proposer agrees to waive any claim it has or may have against the Owner, the Architect/Engineer, Construction Manager and their respective employees arising out of or in connection with the administration, evaluation, or recommendation of any proposal; waiver of any requirements under the Proposal Documents, or the Contract Documents; acceptance or rejection of any proposals; and award of a Contract."

BIDS & PROPOSALS

Advertisement for Request for Proposals for General Administrative and Legal Services for the Board of Directors of Reinvestment Zone Number Twenty-Seven, City of Houston, Texas (Montrose Zone)

The Board of Directors (Board) of Reinvestment Zone Number Twenty-Seven, City of Houston, Texas (Montrose Zone) is seeking responses to a Request for Proposals (RFP) for a law firm to provide general administrative and legal services for the Board.

Any law firm interested in responding to the RFP should obtain a copy of the RFP that contains detailed information concerning submittal requirements.

The RFP may be electronically accessed at the following website link for the City of Houston Mayor's Office of Economic Development: www.houstontx.gov/ecodev/tirz/27.html.

RFP Submittals are due Friday, September 29, no later than 5:00 P.M. CST.

Submittals may be submitted via email to carnell.emanuel@houstontx.gov or may be delivered to:
Board of Directors of Montrose Zone
c/o Carnell Emanuel
Mayor's Office of Economic Development
City of Houston
901 Bagby St., 4th Floor
Houston, Texas 77002

Late submittals and submittals sent to an email address other than the one specified above or delivered to a physical address other than the one specified above will not be reviewed for any reason.

For additional information, please email Carnell Emanuel, Mayor's Office of Economic Development, City of Houston, at carnell.emanuel@houstontx.gov.

TFC Townhurst Renovation

Morganti Texas, Inc. is currently bidding a project for Texas Facilities Commission on 9/21/17 at 12:00Pm. The project, DPS Townhurst Renovation, is located at 1601 Townhurst Dr. Houston, TX 77043 and is part of a series of Houston driver's license buildings being renovated or built within the City of Houston. This specific project is a 5,920 sqft. one story building that will be renovated to help better serve the community. The trades that we are currently looking for bidding this project are Divisions 2, 5, 6, 8, 9, 10, 12, 21, 22, 23, 26 27 and 28. HUB participation is crucial in making this a successful project for Morganti Texas, Inc. and Texas Facilities Commission. If anyone is interested in providing a proposal feel free to contact Fernando Diosdado Email: fdiosdado@morganti.com Phone: 936-223-1701 or Brian Pippin Email: bpippin@morganti.com Phone: 210-559-7766 and we can provide all the necessary bidding documents.

NOTICE OF COMPETITIVE BIDS

Harris County is requesting offers for the projects listed below. Offer requirements, including item description(s), submission due dates and times, type of pricing, payment method, and any bonding requirements, may be obtained on line at www.harriscountytexas.gov/purchasing, or in the Purchasing Agent's office. Return offers to Harris County Purchasing Agent, 1001 Preston, Suite 670, Houston, Texas 77002, no later than 2:00 p.m. local time in Houston, Texas on specified due dates.

Bids/Proposals Due September 18, 2017

- Job 17/0222 Sale of Live Emu Birds, Precinct 3
- Job 17/0230 Sleep Studies for Patients
- Job 17/0238 Road Construction at Wilson Road from Beltway 8 to Atascocita Road, Precinct 4
- Job 17/0239 Pavement Rehabilitation in the Newport Subdivision, Precinct 2
- Job 17/0241 Professional Architectural and Engineering Services for the Design of the Pinemont Office Building
- Job 17/0243 Plumbing Supplies and Related Items

Bids/Proposals Due September 25, 2017

- Job 17/0224 Orthopedic Joints and Reconstruction Products
- Job 17/0234 Mowing and Various Maintenance Services for the Central East Region
- Job 17/0240 Hydro-Axe and Woody Vegetation Removal (Mandatory Pre-Bid Conference on Tuesday, September 19, 2017)
- Job 17/0242 Data Breach Services
- Job 17/0244 Exterior Pressure Washing and Window Cleaning of Various Buildings and Related Items (Mandatory Pre-Bid Conference on Tuesday, September 19, 2017)

Bids/Proposals Due October 2, 2017

- Job 17/0250 Multichannel Liquid Handling System

Bids/Proposals Due October 9, 2017

- Job 17/0247 Durable Medical Equipment (DME) and Home Oxygen for Patients
- Job 17/0248 Asphalt Improvements at Pitts Road, Precinct 3
- Job 17/0251 Queue/Customer Flow Management System

Bids/Proposals Due October 16, 2017

- Job 17/0249 Construction of an Environmental Education Center at John Paul's Landing, Precinct 3

DeWight Dopslauf, C.P.M., CPPO
Purchasing Agent

NOTICE TO BIDDERS

HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 387 will receive bids for construction of "SANITARY SEWER LINE AND MANHOLE INSPECTION PROJECT (2017). Job No. 1414-014-07, Contract No. 1, HARRIS COUNTY, Texas" at the office of the ENGINEER (IDS Engineering Group, 13430 Northwest Freeway, Suite 700, Houston, Texas 77040). The project includes cleaning and televising sanitary sewer lines and manholes. A Pre-bid conference will be held on Friday, September 15, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER, and bids will be publicly opened and read on Friday, September 22, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER. The Pre-bid conference is not mandatory.

Proposals must be accompanied by a cashier's check or a bid bond from a surety company holding a permit in the State of Texas for an amount equal to 2% of the amount bid. The amount of said cashier's check or bond will be forfeited to the OWNER and the bank or surety shall be liable to the OWNER for the amount in the event the successful bidder shall fail or refuse to enter into a contract or furnish bonds as hereafter required within ten (10) days after the date of notice of award.

The successful bidder must furnish a performance bond and a payment bond on the forms provided, each in the amount of 100% of the Contract price from a surety company licensed by the State of Texas.

Copies of the bidding documents are on file and available for review at the office of the Engineer.

Copies of the bidding documents may be obtained from www.CivcastUSA.com search "HCMUD387 SS and MH Inspection". Bidders must register on this website in order to view and/or download specifications, plans, and other related documents for this project. There is NO charge to view or download documents.

The OWNER reserves the right to reject any or all bids and to waive informalities or irregularities in bidding. In case of lack of clarity in stating prices, the OWNER reserves the right to consider the most advantageous construction thereof, or reject the bid.

HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 387

NOTICE TO BIDDERS

HARRIS-MONTGOMERY COUNTIES MUNICIPAL UTILITY DISTRICT NO. 386 will receive bids for construction of "STORM SEWER INSPECTION PROJECT (2017). Job No. 1245-005-02, Contract No. 1, HARRIS COUNTY, Texas" at the office of the ENGINEER (IDS Engineering Group, 13430 Northwest Freeway, Suite 700, Houston, Texas 77040). The project includes cleaning and televising storm sewer lines and manholes. A Pre-bid conference will be held on Friday, September 15, 2017, at 10:30 a.m. Local Time at the office of the ENGINEER, and bids will be publicly opened and read on Friday, September 22, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER. The Pre-bid conference is not mandatory.

Proposals must be accompanied by a cashier's check or a bid bond from a surety company holding a permit in the State of Texas for an amount equal to 2% of the amount bid. The amount of said cashier's check or bond will be forfeited to the OWNER and the bank or surety shall be liable to the OWNER for the amount in the event the successful bidder shall fail or refuse to enter into a contract or furnish bonds as hereafter required within ten (10) days after the date of notice of award.

The successful bidder must furnish a performance bond and a payment bond on the forms provided, each in the amount of 100% of the Contract price from a surety company licensed by the State of Texas.

Copies of the bidding documents are on file and available for review at the office of the Engineer.

Copies of the bidding documents may be obtained from www.CivcastUSA.com search "HCMUD387 SS and MH Inspection". Bidders must register on this website in order to view and/or download specifications, plans, and other related documents for this project. There is NO charge to view or download documents.

The OWNER reserves the right to reject any or all bids and to waive informalities or irregularities in bidding. In case of lack of clarity in stating prices, the OWNER reserves the right to consider the most advantageous construction thereof, or reject the bid.

LEGAL NOTICES

DEPARTMENT OF THE ARMY GALVESTON DISTRICT, CORPS OF ENGINEERS

P.O. BOX 1229
GALVESTON, TEXAS
77553-1229

RESCHEDULED DUE TO HURRICANE HARVEY

JOINT NOTICE OF AVAILABILITY DRAFT FEASIBILITY STUDY & INTEGRATED ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED U.S. ARMY CORPS OF ENGINEERS HOUSTON SHIP CHANNEL 45-FOOT EXPANSION CHANNEL IMPROVEMENT PROJECT HARRIS AND GALVESTON COUNTIES, TEXAS August 2017

The public is hereby notified of the draft Integrated Feasibility Report and Environmental Impact Statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC EICP), Harris and Galveston Counties, Texas, prepared by the U.S. Army Corps of Engineers, Galveston District (USACE) in partnership with the Port of Houston Authority (PHA). Authorized by Congress in Section 216 of the Flood Control Act (FCA) of 1970 (Public Law [P.L.] 91-611), as amended, the study is a vital tool produced and used by the USACE to guide the responsible stewardship of administered resources for the benefit of present and future generations. The report will be available for download starting September 1, 2017 at the URL address:

<http://www.swg.usace.army.mil/BusinessWithUs/Planning/EnvironmentalBranch/DocumentsforPublicReview.aspx>

Compact disc (CD) copies of the report can be requested from Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, at P.O. Box 1229, Galveston, TX 77553-1229. In addition, CDs of the report are available for viewing at the following libraries:

- Houston Public Library (Central Branch), 500 McKinney St., Houston, Texas 77002
- Rosenberg Library, 2310 Sealy St., Galveston, TX 77550
- Harris County Library (Jacinto City Branch), 921 Akron St., Houston, TX 77029
- Pleasantsville Neighborhood Library, 1520 Gellhorn Dr., Houston, TX 77029
- Harris County Library (Galena Park Branch), 1500 Keene St., Galena Park, TX 77547
- Harris County Library (Stratford Branch), 509 Stratford, Highlands, TX 77562
- Erma Wood Carlson Library, 150 Lee Dr., Baytown, TX 77520
- Sterling Memorial Library, 1 Mary Wilbanks Ave., Baytown, TX 77520
- La Porte Community Library, 600 S. Broadway St., La Porte, TX 77571
- Moore Memorial Public Library, 1701 9th Ave., N. Texas City, TX 77590
- Evelyn Meador Branch Library, 2400 N. Meyer Ave., Seabrook, TX 77586

Two public information meetings will be held in the Houston area during the public comment period:

- Thursday, October 19 - La Porte Junior High, 401 S Broadway St., La Porte, TX 77571 6:30-8:30 PM
- Wednesday, October 25 - Galena Park High School, 1000 Keene St., Galena Park, TX 77547 6:30-8:30 PM

The USACE will accept written public comments on the integrated report for a 73-day period starting September 1, 2017 and continuing through November 13, 2017. Comments on the report must be postmarked by November 13, 2017. You may send written comments or questions to the USA CE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

NOTICE OF APPLICATION AND PRELIMINARY DECISION FOR TPDES PERMIT FOR MUNICIPAL WASTEWATER RENEWAL PERMIT NO. WQ0011818003

APPLICATION AND PRELIMINARY DECISION. Harris County Municipal Utility District No. 148, 6750 West Loop South, Suite 865, Bellaire, Texas 77401, has applied to the Texas Commission on Environmental Quality (TCEQ) for a renewal of Texas Pollutant Discharge Elimination System (TPDES) Permit No. WQ0011818003 which authorizes the discharge of treated domestic wastewater at a daily average flow not to exceed 950,000 gallons per day. TCEQ received this application on May 2, 2017.

The facility is located approximately 1,400 feet south of the intersection of Greensbrook Forest Drive and Greenspark Lane, approximately 2,800 feet west of Lockwood Road, in Harris County, Texas 77044. The treated effluent is discharged via a pipe to a Harris County Flood Control District ditch P127-00-00; thence to Greens Bayou Above Tidal in Segment No. 1016 of the San Jacinto River Basin. The unclassified receiving water use is limited aquatic life use for HCFCD ditch P127-00-00. The designated uses for Segment No. 1016 are limited aquatic life use and primary contact recreation. All determinations are preliminary and subject to additional review and/or revisions. This link to an electronic map of the site or facility's general location is provided as a public courtesy and is not part of the application or notice. For the exact location, refer to the application: <http://www.tceq.texas.gov/assets/public/np610/index.html?lat=29.888333&lng=-95.72&zoom=13&type=r>

The TCEQ Executive Director has completed the technical review of the application and prepared a draft permit. The draft permit, if approved, would establish the conditions under which the facility must operate. The Executive Director has made a preliminary decision that this permit, if issued, meets all statutory and regulatory requirements. The permit application, Executive Director's preliminary decision, and draft permit are available for viewing and copying at High Meadows Branch Library, 4500 Aldine Mail Route Road, Houston, Texas.

PUBLIC COMMENT/PUBLIC MEETING. You may submit public comments or request a public meeting about this application. The purpose of a public meeting is to provide the opportunity to submit comments or to ask questions about the application. TCEQ holds a public meeting if the Executive Director determines that there is a significant degree of public interest in the application or if requested by a local legislator. A public meeting is not a contested case hearing.

OPPORTUNITY FOR A CONTESTED CASE HEARING. After the deadline for submitting public comments, the Executive Director will consider all timely comments and prepare a response to all relevant and material, or significant public comments. Unless the application is directly referred for a contested case hearing, the response to comments will be mailed to everyone who submitted public comments and to those persons who are on the mailing list for this application. If comments are received, the mailing list will also provide instructions for requesting a contested case hearing or reconsideration of the Executive Director's decision. A contested case hearing is a legal proceeding similar to a civil trial in a state district court.

YOU MUST INCLUDE THE FOLLOWING ITEMS IN YOUR REQUEST: your name, address, phone number; applicant's name and proposed permit number; the location and distance of your property/activities relative to the proposed facility; a specific description of how you would be adversely affected by the facility in a way not common to the general public; a list of all disputed issues of fact that you submit during the comment period; and the statement "I/we request a contested case hearing." If the request for contested case hearing is filed on behalf of a group or association, the request must designate the group's representative for receiving future correspondence; identify by name and physical address an individual member of the group who would be adversely affected by the proposed facility or activity; provide the information discussed above regarding the affected member's location and distance from the facility or activity; explain how and why the member would be affected; and explain how the interests the group seeks to protect are relevant to the group's purpose.

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The Commission may only grant a request for a contested case hearing on issues the requestor submitted in their timely comments that were not subsequently withdrawn. If a hearing is granted, the subject of a hearing will be limited to disputed issues of fact or mixed questions of fact and law relating to relevant and material water quality concerns submitted during the comment period. TCEQ may act on an application to renew a permit or discharge of wastewater without providing an opportunity for a contested case hearing if certain criteria are met.

EXECUTIVE DIRECTOR ACTION. The Executive Director may issue final approval of the application unless a timely contested case hearing request or request for reconsideration is filed. If a timely hearing request or request for reconsideration is filed, the Executive Director will not issue final approval of the permit and will forward the application and request to the TCEQ Commissioners for their consideration at a scheduled Commission meeting.

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All written public comments and public meeting requests must be submitted to the Office of the Chief Clerk, MC 105, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, TX 78711-3087 or electronically at www.tceq.texas.gov/about/comments.html within 30 days from the date of newspaper publication of this notice.

INFORMATION AVAILABLE ONLINE. For details about the status of the application, visit the Commissioners' Integrated Database at www.tceq.texas.gov/gtd. Search the database using the permit number for this application, which is provided at the top of this notice.

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Further information may also be obtained from Harris County Municipal Utility District No. 148 at the address stated above or by calling Mr. Bob Boozer, P.E., Landev Engineers, Inc., at (713) 869-2402. Issuance Date: August 31, 2017.

HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 387 will receive bids for construction of "SANITARY SEWER LINE AND MANHOLE INSPECTION PROJECT (2017). Job No. 1414-014-07, Contract No. 1, HARRIS COUNTY, Texas" at the office of the ENGINEER (IDS Engineering Group, 13430 Northwest Freeway, Suite 700, Houston, Texas 77040). The project includes cleaning and televising sanitary sewer lines and manholes. A Pre-bid conference will be held on Friday, September 15, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER, and bids will be publicly opened and read on Friday, September 22, 2017 at 10:00 a.m. Local Time at the office of the ENGINEER. The Pre-bid conference is not mandatory.

Proposals must be accompanied by a cashier's check or a bid bond from a surety company holding a permit in the State of Texas for an amount equal to 2% of the amount bid. The amount of said cashier's check or bond will be forfeited to the OWNER and the bank or surety shall be liable to the OWNER for the amount in the event the successful bidder shall fail or refuse to enter into a contract or furnish bonds as hereafter required within ten (10) days after the date of notice of award.

The successful bidder must furnish a performance bond and a payment bond on the forms provided, each in the amount of 100% of the Contract price from a surety company licensed by the State of Texas.

Copies of the bidding documents are on file and available for review at the office of the Engineer.

Copies of the bidding documents may be obtained from www.CivcastUSA.com search "HCMUD387 SS and MH Inspection". Bidders must register on this website in order to view and/or download specifications, plans, and other related documents for this project. There is NO charge to view or download documents.

The OWNER reserves the right to reject any or all bids and to waive informalities or irregularities in bidding. In case of lack of clarity in stating prices, the OWNER reserves the right to consider the most advantageous construction thereof, or reject the bid.

HOUSTON POLICE DEPARTMENT ABANDONED VEHICLE AUCTION

Notice is hereby given that the Houston Police Department will be conducting an abandoned vehicle auction on Monday, September 18, 2017 at 10:00 AM at the Houston Police Department Vehicle Auction, 10000 Katy Freeway, Houston, Texas 77054. The auction will consist of vehicles that have been abandoned in the City of Houston for a period of 30 days or more. The vehicles will be sold "AS IS" without warranty. The minimum bid for any vehicle is \$100.00. The highest bidder will be responsible for all taxes and fees associated with the purchase of the vehicle. The auction will be open to the public. For more information, please call the Houston Police Department at (713) 869-2402.

LEGAL NOTICES

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AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

CROUCH ENVIRONMENTAL SERVICE 0000151364 HC010446225
RAN A LEGAL NOTICE
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Product	Date	Class	Page
Houston Chronicle	Sep 15 2017	Legal Notices	B 4

Victoria Bond A/R Clerk
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 15th Day of September A.D. 2017



Charles E. Walichowski
Notary Public in and for the State of Texas

Public Notice – Galveston Daily News
September 15, 2017 Issue

2018-2022 capital improvement plan

Streets and traffic: \$66,371,930 over five years

- 16th Street from Broadway to Avenue N 1/2
- 27th Street corridor
- 25th Street from Broadway to Seawall Boulevard
- 73rd Street from Hears Lane to Avenue N 1/2
- 45th Street from Broadway to Seawall Boulevard
- 29th Street from Church Street to Harborside Drive
- Intersection improvements for 61st Street and Seawall Boulevard
- 26th Street from Avenue N to Broadway (phase 2)
- 30th Street from Avenue O to Seawall Boulevard
- 22nd Street from Harborside to Broadway
- 37th Street from Broadway to Seawall Boulevard
- 29th Street from Avenue O to Avenue R 1/2
- 49th Street from Avenue P to Avenue S 1/2
- 35th Street from Postoffice Street to Broadway
- West Market Street from 25th to 33rd streets
- Harborside Drive on 33rd and 20th streets
- 29th Street from Broadway to Sealy
- Historic Broadway lighting improvements

Drainage: \$18,264,247 over five years

- 11 Mile Road drainage improvements
- 18th Street drainage improvements
- Avenue L storm system at 62nd and 63rd streets
- Church Street drainage improvements
- Master drainage plan and feasibility study
- Storm sewer rehabilitation and inspection program
- West End drainage rehabilitation program
- Drainage system improvements
- 33rd Street from Broadway to Harborside Drive

Water: \$66,891,275 over five years

- Well disinfection and flushing for multiple water wells
- 8-inch water line at 30th Street right of way and Market Street
- Rehabilitation of multiple water wells
- Pirate's Beach — Lafitte's Cove loop
- 20-inch water line from Texas A&M University at Galveston to Seawolf Parkway to Bradner Street
- 12-inch water line from Seawall Boulevard at 81st Street to 97th Street
- 36-inch water line to replace the 30-inch 1890 water line

- Airport pump station pump and control upgrades
- 30-inch water line from Railroad Bridge to Harborside Drive
- Airport pump station pump take upgrades
- 24-inch water line from the 59th Street pump station to the Airport pump station
- 30-inch water line from 71st Street to 59th Street pump station
- Fire hydrant replacement program
- 6-inch water line at Gulf Drive
- Water system improvements and water valve replacements
- 10 Mile Road elevated storage tank rehabilitation
- Nonrevenue water mitigation program

Sewer: \$35,019,345 over five years

- Sludge and grit removal from the main wastewater treatment plant sludge holding tank
- Lift station pump and electrical improvements
- Reconstruction of Pirates' Beach wastewater treatment plant
- Seawolf Park wastewater treatment plant reconstruction
- Airport wastewater treatment plant final mitigation and recovery
- Sanitary sewer repair and rehabilitation program
- Sunny Beach 8 Mile Road sanitary sewer project
- West End sewer improvements

Parks and recreation: \$11,539,750 over five years

- 53rd Street Little League Complex and Park
- Babe's Beach preservation
- Seawall Urban Park renourishment
- Beneficial use of dredge material
- Sandhill Crane Soccer Complex and Park
- **Facilities:** \$4,369,503 in 2018
- Demolition of old municipal incinerator
- Historic 30th Street pump station rehabilitation
- 30th Street tank demolition
- East parking lot garage
- Parking lot improvements at Sanitation
- Replacement of Recycling building at Eco-Center
- Historic preservation of city hall (remodeling)

Airport: \$10,061,930 over five years

- Airfield pavement improvements
- Airport master plan update and design of pavement improvements
- Airfield pavement improvements of runway 18/36
- Airfield pavement improvements of South Apron and South Ramp
- Fencing improvements
- Airport warehouse building

PLAN

Continued » A1

from Broadway to Seawall Boulevard, city officials said.

The water rehabilitation projects include refurbishing of groundwater supply wells on the mainland, the replacement of the original 1894 waterline and the reconstruction of the 59th Street pump station, according to city documents.

The city also will complete \$18.2 million in drainage projects and \$35 million in sewer projects.

Another \$16.9 million from the Industrial Development Corp. will be spent toward parks, infrastructure beaches and economic development, city documents show.

More than \$4 million will fund facility improvements and \$10 million will fund improvements at Galveston Scholes International Airport.

Many of the street projects are already underway, Maxwell said.

"Several years ago, we joked we'd eventually move from people complaining about the streets to complaining about the detours," Maxwell said. "I can tell you by my phone calls we're there now."

The plan is funded through a combination of sources, including tax-supported bonds, which were approved by voters in May, Hurricane Ike recovery funds and

City council notebook

Here are some other items you might have missed from Galveston City Council's Thursday meeting:

Pass: The city council voted 6-0 to extend the city's disaster declaration to Oct. 31. This also extended several other executive orders Mayor Jim Yarbrough made during and after Hurricane Harvey. The orders that have been extended to Oct. 31 are waivers to building permit fees for Harvey-related damage, the waiver of a moratorium on Broadway for buildings that sustained damage from the storm and the delayed submission of hotel occupancy tax reports.

The city council did not extend the waiver on paid parking enforcement on Seawall Boulevard and in downtown. The city will waive parking enforcement on Sept. 30 and Oct. 1 as part of the Galveston Park Board of Trustees' "give back" weekend for Harvey relief.

Pass: With a 6-0 vote, city staff will now monitor Dumpster licenses. The Planning Commission previously undertook the effort. The city's public works department audited downtown recently and found 34 Dumpsters that were not properly licensed, according to a staff report.

Pass: The city council passed the consent agenda with a 6-0 vote. The agenda included the awarding of a contract to Galveston.com to conduct advertising efforts on the Galveston trolleys. The city and Galveston.com will split the revenue equally.

Pass: In the consent agenda, the city council approved a \$1.87 million contract to T-Construction, LLC, for a fire hydrant replacement project.

Deferred: The city council will meet again to authorize James Schweitzer to serve as the municipal court judge for another two years. Mayor Jim Yarbrough said Schweitzer has done a great job but the city just needs to meet with him first.

Pass: The city council voted 6-0 to direct City Manager Brian Maxwell to contact the Galveston Central Appraisal District related to reappraising properties damaged by Hurricane Harvey.

city bonds, Loftin said.

"It is completely financed," Loftin said.

Priorities could change over time, but the current plan is a good indication of where the city is prioritizing its spending, Mayor Jim Yarbrough said.

"It is really major prog-

ress in this area," Yarbrough said.

City council approved the plan with a 6-0 vote. City Councilman Frank Maceo, of District 3, was absent.

Samantha Ketterer: 409-683-5241; samantha.ketterer@galvnews.com or on Twitter at @sam_kett

RESCHEDULED DUE TO HURRICANE HARVEY

JOINT NOTICE OF AVAILABILITY

DRAFT FEASIBILITY STUDY & INTEGRATED ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED U.S. ARMY CORPS OF ENGINEERS HOUSTON SHIP CHANNEL 45-FOOT EXPANSION CHANNEL IMPROVEMENT PROJECT HARRIS AND GALVESTON COUNTIES, TEXAS August 2017

The public is hereby notified of the draft Integrated Feasibility Report and Environmental Impact Statement (EIS) for the Houston Ship Channel 45-Foot Expansion Channel Improvement Project (HSC ECIP), Harris and Galveston Counties, Texas, prepared by the U.S. Army Corps of Engineers, Galveston District (USACE) in partnership with the Port of Houston Authority (PHA). Authorized by Congress in Section 216 of the Flood Control Act (FCA) of 1970 (Public Law [P.L.] 91-611), as amended, the study is a vital tool produced and used by the USACE to guide the responsible stewardship of administered resources for the benefit of present and future generations. The report will be available for download starting September 1, 2017 at the URL address:

<http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>

Compact disc (CD) copies of the report can be requested from Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, at P.O. Box 1229, Galveston, TX 77553-1229. In addition, CDs of the report are available for viewing at the following libraries:

- Houston Public Library (Central Branch), 500 McKinney St., Houston, Texas 77002
- Rosenberg Library, 2310 Sealy St., Galveston, TX 77550
- Harris County Library (Jacinto City Branch), 921 Akron St., Houston, TX 77029
- Pleasantville Neighborhood Library, 1520 Gellhorn Dr., Houston, TX 77029
- Harris County Library (Galena Park Branch), 1500 Keene St., Galena Park, TX 77547
- Harris County Library (Stratford Branch), 509 Stratford, Highlands, TX 77562
- Erma Wood Carlson Library, 150 Lee Dr., Baytown, TX 77520
- Sterling Municipal Library, 1 Mary Wilbanks Ave., Baytown, TX 77520
- La Porte Community Library, 600 S. Broadway St., La Porte, TX 77571
- Moore Memorial Public Library is 1701 9th Ave. N, Texas City, TX 77590
- Evelyn Meador Branch Library, 2400 N. Meyer Ave., Seabrook, TX 77586

Two public information meetings will be held in the Houston area during the public comment period:

- Thursday, October 19 - La Porte Junior High, 401 S Broadway S.t, La Porte, TX 77571 6:30-8:30 PM
- Wednesday, October 25 - Galena Park High School, 1000 Keene St., Galena Park, TX 77547 6:30-8:30 PM

The USACE will accept written public comments on the integrated report for a 73-day period starting September 1, 2017 and continuing through November 13, 2017. Comments on the report must be postmarked by November 13, 2017. You may send written comments or questions to the USACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, or you may email comments or questions to: HSC-ECIP@usace.army.mil.

This public notice is also issued for the purpose of advising all known interested persons that there is pending before the Texas Commission on Environmental Quality (TCEQ) a decision on water quality certification. Any comments concerning this application may be submitted to the TCEQ, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087. A copy of the public notice, with a description of work, has been made available for review in the TCEQ's Austin office.

NOTICE OF TAX REVENUE INCREASE

The Galveston Community College District conducted public hearings on September 6, 2017 and September 13, 2017 on a proposal to increase the total tax revenues of the Galveston Community College District from properties on the tax roll in the preceding year by 3.55 percent.

The total tax revenue proposed to be raised last year at last year's tax rate of \$0.170250 for each \$100 of taxable value was \$12,269,852.

The total tax revenue proposed to be raised this year at the proposed tax rate of \$0.166188 for each \$100 of taxable value, excluding tax revenue to be raised from new property added to the tax roll this year, is \$12,603,356.

The total tax revenue proposed to be raised this year at the proposed tax rate of \$0.166188 for each \$100 of taxable value, including tax revenue to be raised from new property added to the tax roll this year, is \$12,771,722.

The Board of Regents of Galveston Community College District is scheduled to vote on the tax rate that will result in that tax increase at a public meeting to be held on September 22, 2017 at Room M-220 at Galveston College, 4015 Avenue Q, Galveston, TX 77550 at 8:00 AM.

The Board of Regents of Galveston Community College District proposes to use the increase in total tax revenue for the purpose of maintenance and operations.

Kindness is the language which the deaf can hear and the blind can see.

- Mark Twain

A F F I D A V I T

Attachment

County of Galveston §

§

State of Texas §

Before me, the undersigned authority, on this day personally came and appeared Kristi Quigley to me well known (or proved to me on the basis of satisfactory evidence), and who after being duly sworn (affirmed) did depose and say that she/he is an **AGENT** for **THE GALVESTON COUNTY DAILY NEWS**, a newspaper of general circulation, which has been continuously and regularly published for a period of not less than one year, in the County of Galveston, and that the **NOTICE**, a copy of which is hereto attached was published in said newspaper on the following day to wit:

September 15 2017

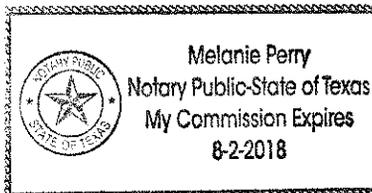
Kristi Quigley
Agent Signature

Sworn and subscribed before me

On this the 30th day of NOVEMBER, 2017.

Melanie Perry

Notary for the State of Texas



Public Notice – La Voz
September 24, 2017 Issue

1245 ANUNCIOS LEGALES

LA COMISION DE CALIDAD AMBIENTAL DEL ESTADO DE TEXAS AVISO REVISADO DE LA SOLICITUD Y DECISION PRELIMINAR PARA EL PERMISO DE LA TPDES PARA AGUAS RESIDUALES MUNICIPALES RENOVACION

PERMISO NUM. WQ0014032001
SOLICITUD Y DECISION PRELIMINAR. Aqua Texas, Inc., 1106 Clayton Lane, Suite 400W, Austin, Texas 78723, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ)...

El Director Ejecutivo de la TCEQ ha completado la revision tecnica de la solicitud y ha preparado un borrador del permiso. Si este es aprobado, estableceria las condiciones bajo las cuales la instalacion debe operar...

COMENTARIO PUBLICO/REUNION PUBLICA. Usted puede presentar comentarios publicos o pedir una reunion publica sobre esta solicitud. El proposito de una reunion publica es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud...

OPORTUNIDAD PARA AUDIENCIA DE CASO IMPUGNADO. Despues de la fecha limite para presentar comentarios publicos, el Director Ejecutivo considerara todos los comentarios presentados puntualmente y preparara una respuesta a todos los comentarios publicos relevantes y materiales...

A menos que la solicitud se refiera explicitamente a una audiencia de caso impugnado, la respuesta a los comentarios, y la decision del Director Ejecutivo sobre la solicitud, seran enviados por correo a todos aquellos que presentaron comentarios publicos...

PARA SOLICITAR UNA AUDIENCIA DE CASO IMPUGNADO, USTED DEBE INCLUIR LO SIGUIENTE EN SU SOLICITUD: su nombre, direccion, numero telefonico, y el nombre del solicitante y el numero de permiso propuesto; la ubicacion y la distancia de su propiedad/area de actividades en relacion con la instalacion propuesta...

Prosiguiente al cierre de todos los periodos pertinentes para comentarios y solicitud, el Director Ejecutivo recibira la solicitud y cualquiera de las peticiones para reconsideracion o para una audiencia de caso impugnado...

La Comision solamente otorgara una audiencia de caso impugnado sobre cuestiones discutidas de hechos relevantes y materiales a la decision de la Comision sobre la solicitud. Ademais, la Comision solamente otorgara una audiencia sobre cuestiones planteadas y archivadas de manera puntual que no fueron tratadas posteriormente...

ACCION DEL DIRECTOR EJECUTIVO. El Director Ejecutivo puede emitir una aprobacion final de la solicitud a menos que exista un pedido antes del plazo de vencimiento de una audiencia administrativa de lo contencioso o se ha presentado un pedido de reconsideracion...

LISTA DE CORREO. Si somete comentarios publicos, un pedido para una audiencia administrativa de lo contencioso o una reconsideracion de la decision del Director Ejecutivo, la Oficina del Secretario Principal enviara por correo los avisos publicos en relacion con la solicitud...

Todos los comentarios escritos del publico y los pedidos para una reunion deben ser presentados a la Oficina del Secretario Principal, MC 105, Comision de Calidad Ambiental del Estado de Texas, P.O. Box 13087, Austin, TX 78711-3087...

INFORMACION DISPONIBLE EN LINEA. Para los detalles sobre el estatus de la solicitud, visite la Base de Datos Integrada de la Comision en www.tceq.texas.gov/goto/cid...

CONTACTOS DE AGENTE E INFORMACION. Los comentarios publicos y las peticiones deben ser entregados electronicamente a www.tceq.texas.gov/about/comments.html, o por escrito a la Comision de Calidad Ambiental del Estado de Texas...

Informacion adicional tambien puede ser obtenida de Aqua Texas, Inc., en la direccion mencionada arriba o llamando al Sr. Abel Bautista, al (281) 651-0174. Fecha de Expedicion: 7 de septiembre, 2017.

Comision De Calidad Ambiental Del Estado De Texas AVISO DE LA SOLICITUD Y DECISION PRELIMINAR PARA EL PERMISO TPDES PARA AGUAS RESIDUALES MUNICIPALES RENOVACION

PERMISO NUM. WQ0010495110
SOLICITUD Y DECISION PRELIMINAR. La Ciudad de Houston, c/o Departamento de Trabajos e Ingenieria Publicos, P.O. Box 1562, Houston, Texas 77251, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ)...

El Director Ejecutivo de la TCEQ ha completado la revision tecnica de la solicitud y ha preparado un borrador del permiso. Si este es aprobado, estableceria las condiciones bajo las cuales la instalacion debe operar...

COMENTARIO PUBLICO/REUNION PUBLICA. Usted puede presentar comentarios publicos o pedir una reunion publica sobre esta solicitud. El proposito de una reunion publica es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud...

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO. Despues del plazo para presentar comentarios publicos, el Director Ejecutivo considerara todos los comentarios apropiados y preparara una respuesta a todos los comentarios publicos esenciales, pertinentes, o significativos...

A menos que la solicitud haya sido referida directamente a una audiencia administrativa de lo contencioso, la respuesta a los comentarios y la decision del Director Ejecutivo sobre la solicitud seran enviadas por correo a todos los que presentaron un comentario publico...

PARA PEDIR UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO, USTED DEBE INCLUIR EN SU PEDIDO LOS SIGUIENTES DATOS: su nombre, direccion, telefono, nombre del solicitante y numero del permiso; la ubicacion y la distancia de su propiedad/actividad con respecto a la instalacion; una descripcion especifica de la forma como usted seria afectado adversamente por el sitio de una manera no comun al publico en general...

Despues del cierre de los periodos para los pedidos y comentarios, el Director Ejecutivo enviara la solicitud y los pedidos para reconsideracion o por una audiencia administrativa de lo contencioso a los Comisionados de la TCEQ para su consideracion...

La Comision otorgara solamente una audiencia administrativa de lo contencioso sobre los hechos reales disputados del caso que son pertinentes y esenciales para la decision de la Comision sobre la solicitud. Ademais, la Comision solo otorgara una audiencia administrativa de lo contencioso sobre los asuntos que fueron presentados antes del plazo de vencimiento y que no fueron retirados posteriormente...

LISTA DE CORREO. Si somete comentarios publicos, un pedido para una audiencia administrativa de lo contencioso o una reconsideracion de la decision del Director Ejecutivo, la Oficina del Secretario Principal enviara por correo los avisos publicos en relacion con la solicitud...

Todos los comentarios escritos del publico y los pedidos para una reunion deben ser presentados a la Oficina del Chief Clerk, MC 105, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, TX 78711-3087...

INFORMACION DISPONIBLE ONLINE. Para mas detalles sobre el estatus de la aplicacion, visite la base de datos integrada del Comisario al www.tceq.texas.gov/goto/cid...

AGENCIA CONTACTOS E INFORMACION. Todos los comentarios escritos del publico y los pedidos para una reunion deben ser por internet al www.tceq.state.tx.us/about/comments.html...

Tambien se puede obtener informacion adicional de la Ciudad de Houston a la direccion indicada arriba o llamando al Sr. Carl LaBreche, al (832) 395-5813. Fecha de Emision fue el treinta uno (31) de Agosto, 2017.

Comision De Calidad Ambiental Del Estado De Texas AVISO DE LA SOLICITUD Y DECISION PRELIMINAR PARA EL PERMISO TPDES PARA AGUAS RESIDUALES MUNICIPALES RENOVACION

PERMISO NUM. WQ0010495099
SOLICITUD Y DECISION PRELIMINAR. La Ciudad de Houston, 10500 Bellaire Boulevard, Houston, Texas 77072, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ)...

El Director Ejecutivo de la TCEQ ha completado la revision tecnica de la solicitud y ha preparado un borrador del permiso. Si este es aprobado, estableceria las condiciones bajo las cuales la instalacion debe operar...

COMENTARIO PUBLICO / REUNION PUBLICA. Usted puede presentar comentarios publicos o pedir una reunion publica sobre esta solicitud. El proposito de una reunion publica es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud...

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO. Despues del plazo para presentar comentarios publicos, el Director Ejecutivo considerara todos los comentarios apropiados y preparara una respuesta a todos los comentarios publicos esenciales, pertinentes, o significativos...

A menos que la solicitud haya sido referida directamente a una audiencia administrativa de lo contencioso, la respuesta a los comentarios y la decision del Director Ejecutivo sobre la solicitud seran enviadas por correo a todos los que presentaron un comentario publico...

PARA PEDIR UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO, USTED DEBE INCLUIR EN SU PEDIDO LOS SIGUIENTES DATOS: su nombre, direccion, telefono, nombre del solicitante y numero del permiso; la ubicacion y la distancia de su propiedad/actividad con respecto a la instalacion; una descripcion especifica de la forma como usted seria afectado adversamente por el sitio de una manera no comun al publico en general...

Despues del cierre de los periodos para los pedidos y comentarios, el Director Ejecutivo enviara la solicitud y los pedidos para reconsideracion o por una audiencia administrativa de lo contencioso a los Comisionados de la TCEQ para su consideracion...

La Comision otorgara solamente una audiencia administrativa de lo contencioso sobre los hechos reales disputados del caso que son pertinentes y esenciales para la decision de la Comision sobre la solicitud. Ademais, la Comision solo otorgara una audiencia administrativa de lo contencioso sobre los asuntos que fueron presentados antes del plazo de vencimiento y que no fueron retirados posteriormente...

LISTA DE CORREO. Si somete comentarios publicos, un pedido para una audiencia administrativa de lo contencioso o una reconsideracion de la decision del Director Ejecutivo, la Oficina del Secretario Principal enviara por correo los avisos publicos en relacion con la solicitud...

Todos los comentarios escritos del publico y los pedidos para una reunion deben ser presentados a la Oficina del Chief Clerk, MC 105, Texas Commission on Environmental Quality, P.O. Box 13087, Austin, TX 78711-3087...

INFORMACION DISPONIBLE ONLINE. Para mas detalles sobre el estatus de la aplicacion, visite la base de datos integrada del Comisario al www.tceq.texas.gov/goto/cid...

AGENCIA CONTACTOS E INFORMACION. Todos los comentarios escritos del publico y los pedidos para una reunion deben ser por internet al www.tceq.state.tx.us/about/comments.html...

Tambien se puede obtener informacion adicional de la Ciudad de Houston a la direccion indicada arriba o llamando al Sr. Carl LaBreche, al (832) 395-5813. Fecha de emision fue el siete (7) de Septiembre, 2017.

DEPARTMENT OF THE ARMY GALVESTON DISTRICT, CORPS OF ENGINEERS

P.O. BOX 1229 GALVESTON, TEXAS 77553-1229

REPROGRAMADO DEBIDO AL HURACAN AVENY

AVISO CONJUNTO DE DISPONIBILIDAD DE ESTUDIO INTEGRADO DE FACTIBILIDAD Y DECLARACION DE IMPACTO AMBIENTAL PARA EL PROYECTO DE MEJORA PROPUESTA POR EL CUERPO DE INGENIEROS DE LOS ESTADOS UNIDOS DE 45 PIES AL CANAL DE NAVEGACION DE HOUSTON CONDADOS DE HARRIS Y GALVESTON, TEXAS Agosto, 2017

Por este conducto se le notifica al publico el borrador del Reporte Integrado de Factibilidad y Declaracion de Impacto Ambiental (EIS), para el Proyecto de Mejora del Canal que consiste de una amplificacion de 45 pies (HEC ECF), de los Condados Harris y Galveston, Texas, preparado por el Cuerpo de Ingenieros del Ejercito de los Estados Unidos, el Distrito de Galveston (USACE) en asociacion con la Autoridad del Puerto de Houston (PHA)...

Se pueden solicitar copias del informe en disco compacto (CD) de parte de Dr. Kelly Burks-Copes, Seccion Costera, Planificacion Regional y Centro Ambiental, en P.O. Box 1229, Galveston, TX 77553-1229. Adicionalmente, los CDs del informe estan disponibles para su consulta en las siguientes bibliotecas:

- Biblioteca Publica de Houston (Sucursal Central), 500 McKinney Street, Houston, Texas 77002
Biblioteca Rosenberg, 2310 Sealy St., Galveston, TX 77550
Biblioteca del Condado de Harris (sucursal en Jacinto City), 921 Akron St., Houston, TX 77029
Biblioteca Pleasantville Neighborhood, 1520 Gellhorn Dr., Houston, TX 77029
Biblioteca del Condado de Harris (sucursal Galena Park), 1500 Keen St., Galena Park, TX 77547
Biblioteca del Condado de Harris (sucursal Stafford), 509 Stratford, Highlands, TX 77562
Biblioteca Emma Wood Carlton, 150 Lee Dr., Baytown, TX 77520
Biblioteca Municipal Sterling, 1 Mary Wilbanks Ave., Baytown, TX 77520
Biblioteca Comunitaria de la Porte, 600 S. Broadway St., La Porte, TX 77571
Biblioteca Publica Moore Memorial, 1701 9th Ave. N., Texas City, TX 77590
Biblioteca Evelyn Meador, 2400 N. Meyer Ave., Seabrook, TX 77586

Durante el periodo de comentarios publicos se celebraran dos reuniones de informacion publica en el area de Houston:

- Jueves, 19 de Octubre - La Porte Junior High, 401 S Broadway St., La Porte, TX 77571 6:30 - 8:30 PM
Miercoles, 25 de Octubre - Galena Park High School, 1000 Keene St., Galena Park, TX 77547 6:30 - 8:30 PM

Durante un periodo de 73 dias a partir del 1 de Septiembre de 2017 y hasta el 13 de Noviembre de 2017, la USACE aceptara comentarios publicos por escrito sobre el reporte integrado. Los comentarios sobre el informe deben estar mastellados por correo a mas tardar el 13 de Noviembre de 2017. Usted puede enviar comentarios por escrito o preguntas al US ACE, Galveston District, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229.

Comision de Calidad Ambiental del Estado de Texas AVISO DE RECIBO DE LA SOLICITUD Y EL INTENTO DE OBTENER PERMISO PARA LA CALIDAD DEL AGUA RENOVACION

PERMISO NUM. WQ0013027001
SOLICITUD. Condado de Harris, 10555 Northwest Freeway, Oficina 210, Houston, Texas 77029, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ) para renovar el Permiso No. WQ0013027001 (EPA I.D. No. TX 0096865) del Sistema de Eliminacion de Contaminantes de Texas (TPDES) para autorizar la descarga de aguas residuales tratadas en un volumen que no sobrepasa un flujo promedio diario de 10,000 galones por dia...

AVISO ADICIONAL. El Director Ejecutivo de la TCEQ ha determinado que la solicitud es administrativamente completa y conducira una revision tecnica de la solicitud. Despues de completar la revision tecnica, el Director Ejecutivo puede preparar un borrador del permiso y emitira una Decision Preliminar sobre la solicitud...

COMENTARIO PUBLICO/REUNION PUBLICA. Usted puede presentar comentarios publicos o pedir una reunion publica sobre esta solicitud. El proposito de una reunion publica es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud...

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO. Despues del plazo para presentar comentarios publicos, el Director Ejecutivo considerara todos los comentarios apropiados y preparara una respuesta a todos los comentarios publicos esenciales, pertinentes, o significativos...

A menos que la solicitud haya sido referida directamente a una audiencia administrativa de lo contencioso, la respuesta a los comentarios y la decision del Director Ejecutivo sobre la solicitud seran enviadas por correo a todos los que presentaron un comentario publico...

PARA SOLICITAR UNA AUDIENCIA DE CASO IMPUGNADO, USTED DEBE INCLUIR EN SU SOLICITUD LOS SIGUIENTES DATOS: su nombre, direccion, y numero de telefono; el nombre del solicitante y numero del permiso; la ubicacion y distancia de su propiedad/actividad con respecto a la instalacion; una descripcion especifica de la forma como usted seria afectado adversamente por el sitio de una manera no comun al publico en general...

Comision de Calidad Ambiental del Estado de Texas AVISO DE RECIBO DE LA SOLICITUD Y EL INTENTO DE OBTENER PERMISO PARA LA CALIDAD DEL AGUA RENOVACION

PERMISO NUM. WQ0014828001
SOLICITUD. Barker Utilities GP, LLC, P.O. Box 84, Chappell Hill, Texas 77426, ha solicitado a la Comision de Calidad Ambiental del Estado de Texas (TCEQ) para renovar el Permiso No. WQ0014828001 (EPA I.D. No. TX0129771) del Sistema de Eliminacion de Descargas de Contaminantes de Texas (TPDES) para autorizar la descarga de aguas residuales tratadas en un volumen que no sobrepasa un flujo promedio diario de 50,000 galones por dia...

AVISO ADICIONAL. El Director Ejecutivo de la TCEQ ha determinado que la solicitud es administrativamente completa y conducira una revision tecnica de la solicitud. Despues de completar la revision tecnica, el Director Ejecutivo puede preparar un borrador del permiso y emitira una Decision Preliminar sobre la solicitud...

COMENTARIO PUBLICO / REUNION PUBLICA. Usted puede presentar comentarios publicos o pedir una reunion publica sobre esta solicitud. El proposito de una reunion publica es dar la oportunidad de presentar comentarios o hacer preguntas acerca de la solicitud...

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO. Despues del plazo para presentar comentarios publicos, el Director Ejecutivo considerara todos los comentarios apropiados y preparara una respuesta a todos los comentarios publicos esenciales, pertinentes, o significativos...

A menos que la solicitud haya sido referida directamente a una audiencia administrativa de lo contencioso, la respuesta a los comentarios y la decision del Director Ejecutivo sobre la solicitud seran enviadas por correo a todos los que presentaron un comentario publico...

PARA SOLICITAR UNA AUDIENCIA DE CASO IMPUGNADO, USTED DEBE INCLUIR EN SU SOLICITUD LOS SIGUIENTES DATOS: su nombre, direccion, y numero de telefono; el nombre del solicitante y numero del permiso; la ubicacion y distancia de su propiedad/actividad con respecto a la instalacion; una descripcion especifica de la forma como usted seria afectado adversamente por el sitio de una manera no comun al publico en general...

LA COMISION DE CALIDAD AMBIENTAL DEL ESTADO DE TEXAS AVISO DE RECIBO DE LA SOLICITUD E INTENTO DE OBTENER UNA RENOVACION AL PERMISO DE CALIDAD DE AGUA RENOVACION

PERMISO NUM. WQ0011105001
SOLICITUD. El Distrito de Utilidades de Agua y Young and Brooks, 10000 Memorial Drive, Suite 260, Houston, Texas 77024, Houston, Texas 77056, ha solicitado a la Comision de Calidad Ambiental de Texas (TCEQ)...

AVISO ADICIONAL. El Director Ejecutivo de la TCEQ ha determinado que la solicitud es administrativamente completa y llevara a cabo una revision tecnica de la solicitud. Despues de que dicha revision tecnica sea completada, el Director Ejecutivo puede preparar un borrador del permiso y emitira una decision preliminar en la solicitud...

COMENTARIO PUBLICO/NOTIFICACION PUBLICA. Usted puede presentar comentarios publicos o solicitar una reunion publica sobre esta solicitud. El proposito de la reunion publica es proveer la oportunidad de hacer comentarios o hacer preguntas sobre la solicitud...

OPORTUNIDAD DE UNA AUDIENCIA ADMINISTRATIVA DE LO CONTENCIOSO. Despues de la fecha limite para presentar comentarios publicos, el Director Ejecutivo considerara todos los comentarios presentados puntualmente y preparara una respuesta a todos los comentarios publicos relevantes y materiales...

A menos que la solicitud se refiera explicitamente a una audiencia de caso impugnado, la respuesta a los comentarios, y la decision del Director Ejecutivo sobre la solicitud, seran enviados por correo a todos aquellos que presentaron comentarios publicos...

PARA SOLICITAR UNA AUDIENCIA DE CASO IMPUGNADO, USTED DEBE INCLUIR LO SIGUIENTE EN SU SOLICITUD: su nombre, direccion, numero telefonico, y el nombre del solicitante y el numero de permiso propuesto; la ubicacion y la distancia de su propiedad/area de actividades en relacion con la instalacion propuesta...

Prosiguiente al cierre de todos los periodos pertinentes para comentarios y solicitud, el Director Ejecutivo recibira la solicitud y cualquiera de las peticiones para reconsideracion o para una audiencia de caso impugnado...



AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Newspaper Representative at the HOUSTON CHRONICLE, a daily newspaper published in Harris County, Texas, and generally circulated in the Counties of: HARRIS, TRINITY, WALKER, GRIMES, POLK, SAN JACINTO, WASHINGTON, MONTGOMERY, LIBERTY, AUSTIN, WALLER, CHAMBERS, COLORADO, BRAZORIA, FORT BEND, GALVESTON, WHARTON, JACKSON, and MATAGORDA and that the publication, of which the annexed herein, or attached to, is a true and correct copy, was published to-wit:

CROUCH ENVIRONMENTAL SERVICE 0000151366 HC010446225

RAN A LEGAL NOTICE

SIZE BEING: 1 x214 L

Product
LaVoz

Date Class
Sep 24 2017 Legal Notices

Page
V 8

Victoria Bond AIR Clark

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 24th Day of September A.D. 2017



Charles E. Walichowski

Notary Public in and for the State of Texas

Study Webpage

www.swg.usace.army.mil/Missions/Projects/Houston-Ship-Channel-Expansion/



Feasibility Study

Mailing Address:

USACE Galveston District
P.O. Box 1229
Galveston, TX 77553-1229

Email: HSC-ECIP@usace.army.mil
Phone: 409-766-3004
Fax: 409-766-3049

Houston Ship Channel Expansion Channel Improvement Project

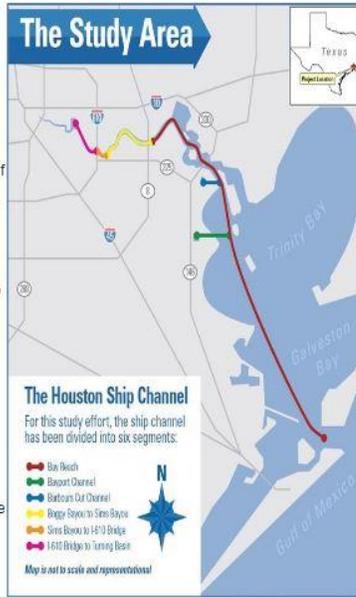
FINAL WEB HSC-ECIP Newsletter For UpdateFALL2017.pdf Project Overview: The Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP). Texas, Feasibility Study will examine the feasibility of improving navigation on the Houston Ship Channel (HSC). The study will focus on the Bay Reach for possible anchorage and meeting and passing lanes, as well as the side channels, Bayport Ship Channel and Barbours Cut Channel. Additionally, the study will focus on the upper reach of the Houston Ship Channel (HSC) between Boggy Bayou and the Main Turning Basin.

The study has been divided into the following six study segments beginning at the seaward end of the HSC:

- Segment 1 Bay Reach
Segment 2 Bayport Ship Channel
Segment 3 Barbours Cut Channel
Segment 4 Boggy Bayou to Sims Bayou
Segment 5 Sims Bayou to I-610 Bridge
Segment 6 I-610 Bridge to Main Turning Basin

Study Status:

- Notice of Availability (NOA) - In August 2017 the U.S. Army Corps of Engineers (USACE) published a NOA to notify the public of the Environmental Impact Statement (EIS) for the HSC ECIP Feasibility Study
Federal Register NOA dated September 1, 2017, announced the Public Review Period for the HSC ECIP Draft Integrated Feasibility Report and Environmental Impact Statement (HSC ECIP DIFR-EIS) would end on October 16, 2017.
Federal Register NOA dated September 22, 2017, Amended the Public Review Comment Period for the HSC ECIP DIFR-EIS to end on November 13, 2017. This extension was in response to Hurricane Harvey.
Download Link for Report, Appendices, and full NOA files
Postcard notification informed on the availability and location of the HSC ECIP DIFR-EIS for review, the Amended Public Notice Comment Period of September 1, 2017 through November 13, 2017, and the following Public Meetings:
Two Public Meetings will be held in the Houston area during the public comment period. Please note these meeting dates we moved from September to October in response to Hurricane Harvey:
Thursday, October 19, 2017 from 6:30-8:30 PM at La Porte Junior High, 401 S Broadway St, La Porte, TX 77571
Wednesday, October 25, 2017, from 6:30-8:30 PM at Galena Park High School, 1000 Keene St, Galena Park, TX 77547
All interested persons are invited to attend.
Public Meeting Documents
Presentation
Newsletter (Fall 2017)



Comments



We invite your feedback and comments.

Click envelope to email comments or Print Comment Form and send via mail

Links



- Introductory Video (May 2016)
Study Update Video (Oct 2017)

Public Notices

- Notice of Intent to prepare an EIS (Federal Register, March 29, 2016)
Notice of Public Scoping Meetings (May 17 and 19, 2016 (April 18, 2016)
Notice of Availability of Draft Report (August 2017)
Notice of Availability of EIS (Federal Register, September 1, 2017) (Original dates)
Revision to Federal Register Notice Published 09/01/2017; Extending Comment Period from October 16, 2017 to November 13, 2017
Post Card Notification of Extended Comment Period and Public Meetings rescheduled to October 19 and October 25, 2017

Study Documents

- HSC 905(b) Final Report
Link to DIFR-EIS under Public Review

Postcard Mailed on August 25, 2017

Houston Ship Channel Expansion Channel Improvement Project Draft Integrated Feasibility Report and Environmental Impact Statement

The U.S. Army Corps of Engineers, Galveston District (USACE SWG) is notifying you of the availability of the Draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP), prepared in partnership with the Port of Houston Authority. The study has analyzed alternatives to improve navigation on the HSC system and has identified a Tentatively Selected Plan for further consideration. The report and full notice of availability are available for download starting September 1, 2017 at the following address: <http://www.swg.usace.army.mil/BusinessWithUs/PlanningEnvironmentalBranch/DocumentsforPublicReview.aspx>. A list of libraries holding hard copies for review is available on the website provided above.

Two public information meetings will be held in the Houston area during the public comment period at the following times and locations:

- Thursday, September 21, 2017 at Galena Park High School, 1000 Keene St, Galena Park, TX 77547, from 6:30-8:30 PM
- Wednesday, September 27, 2017 at La Porte Junior High, 401 S Broadway St, La Porte, TX 77571, from 6:30-8:30 PM

The USACE SWG will accept written comments for 45 days starting on September 1, 2017 through October 16, 2017. Comments must be postmarked by October 16, 2017. You may send written comments or questions to the USACE SWG, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, or email to HSC-ECIP@usace.army.mil.

This public notice is also issued for the purpose of advising all known interested persons that there is pending before the Texas Commission on Environmental Quality (TCEQ) a decision on water quality certification. Any comments concerning this application may be submitted to the TCEQ, 401 Coordinator, MSC-150, P.O. Box 13087, Austin, Texas 78711-3087. A copy of the public notice, with a description of work, has been made available for review in the TCEQ's Austin office.

Houston Ship Channel Expansion Channel Improvement Project Draft Integrated Feasibility Report and Environmental Impact Statement

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Postcard Mailed on September 15, 2017

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- Wednesday, October 25, 2017 at Galena Park High School, 1000 Keene St, Galena Park, TX 77547, from 6:30-8:30 PM

The USACE SWG will accept written comments for 73 days starting on September 1, 2017 through November 13, 2017. Comments must be postmarked by November 13, 2017. You may send written comments or questions to the USACE SWG, Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, TX 77553-1229, or email to HSC-ECIP@usace.army.mil.

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Stakeholder Mailing List

Houston Ship Channel Expansion Channel Improvement Project Stakeholder Mailing List

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address	City	State	Zip
Affected Industry	Capt.	Bill	Diehl	President	Greater Houston Port Bureau, Inc.		111 East Loop North	Houston	TX	77029
Affected Industry	Ms.	Lori	Traweek	Director	Gulf Coast Waste Disposal Authority		910 Bay Area Blvd.	Houston	TX	77058
Affected Industry	Mr.	Rocky	Sullivan		Harborside Management District		P.O. Box 17017	Galveston	TX	77552
Affected Industry	Mr.	Alan	Robb	President	International Longshoreman's Association (ILA) - Gulf Coast District Office		914 Clear Lake City Blvd.	Webster	TX	77598
Affected Industry	Mr.	Thomas P.	Marian		Lone Star Harbor Safety Committee		8201 E. Erath	Houston	TX	77012
Affected Industry	Mr.	Hector	Rivero	President	Texas Chemical Council		1402 Nueces St.	Austin	TX	78701
Affected Industry	Mr.	Nathan	Wesely	President	West Gulf Maritime Association		1717 Turning Basin Dr., Ste. 200	Houston	TX	77029
Affected Infrastructure	Ms.	Theresa	Rodriguez	President	BayTran		P.O. Box 57942	Webster	TX	77598
Affected Infrastructure	Mr.	Russell A.	Poppe	Executive Director	Harris County Flood Control District (HCFCD)		9900 Northwest Freeway	Houston	TX	77092
Civic Club/HOA	Director			Director	Bayou Lake Community Association		1149 Ellsworth Dr., 2nd Floor	Pasadena	TX	77506
Civic Club/HOA	Director			Director	Bayside Terrace Civic Club		3007 Carlisle St.	La Porte	TX	77571
Civic Club/HOA	Director			Director	Beverly Court Community Association		1149 Ellsworth Dr., 2nd Floor	Pasadena	TX	77506
Civic Club/HOA	Director			Director	Clear Lake City Community Association		16511 Diana Ln.	Houston	TX	77062
Civic Club/HOA	Director			Director	Clear Lake Shores Civic Club		931 Cedar Rd.	Clear Lake Shores	TX	77565
Civic Club/HOA	Director			Director	Clinton Park Civic Club		3211 Harrisburg Blvd.	Houston	TX	77003
Civic Club/HOA	Director			Director	Denver Harbor Civic Club		3211 Harrisburg Blvd.	Houston	TX	77003
Civic Club/HOA	Director			Director	Denver Harbor Civic Club		P.O. Box 15900	Houston	TX	77220
Civic Club/HOA	Director			Director	Forest Oaks Civic Association		5501 Starling St.	Houston	TX	77017
Civic Club/HOA	Director			Director	Forest Oaks Civic Association		3211 Harrisburg Blvd.	Houston	TX	77003
Civic Club/HOA	Director			Director	Greater Magnolia-Pineview Place Civic Club		7508 Harrisburg Blvd.	Houston	TX	77011
Civic Club/HOA	Director			Director	Greater Magnolia-Pineview Place Civic Club		7037 Capital St.	Houston	TX	77011
Civic Club/HOA	Director			Director	Harrisburg Civic Association		215 Medina St.	Houston	TX	77012
Civic Club/HOA	Director			Director	Harrisburg Civic Association		3211 Harrisburg Blvd.	Houston	TX	77003
Civic Club/HOA	Director			Director	Harrisburg Civic Association		7037 Capitol St.	Houston	TX	77011
Civic Club/HOA	Director			Director	La Porte Community Civic Club		305 N. 5th St.	La Porte	TX	77571
Civic Club/HOA	Director			Director	La Porte Community Civic Club		P.O. Box 255	La Porte	TX	77572
Civic Club/HOA	Director			Director	Manchester Civic Club		9123 E. Ave. Q	Houston	TX	77012
Civic Club/HOA	Director			Director	Manchester Civic Club		3211 Harrisburg Blvd.	Houston	TX	77003
Civic Club/HOA	Director			Director	Manchester Civic Club		7037 Capitol St.	Houston	TX	77011
Civic Club/HOA	Director			Director	Meadowbrook-Allendale Community Association		8121 Broadway St., Ste.199	Houston	TX	77061
Civic Club/HOA	Director			Director	Meadowcreek Village Civic Club		P.O. Box 87606	Houston	TX	77287
Civic Club/HOA	Director			Director	Oak Meadows Civic Club		1107 Ogilvie St.	Houston	TX	77017
Civic Club/HOA	Director			Director	Pasadena Crest Community Association		1149 Ellsworth Dr., 2nd Floor	Pasadena	TX	77506
Civic Club/HOA	Director			Director	Pasadena Oaks Community Association		1149 Ellsworth Dr., 2nd Floor	Pasadena	TX	77506
Civic Club/HOA	Director			Director	Pleasantville Civic League		1422 Ledwicke Blvd.	Houston	TX	77029
Civic Club/HOA	Director			Director	Pleasantville Civic League		P.O. Box 24572	Houston	TX	77229
Civic Club/HOA	Director			Director	Pleasantville Civic League		3211 Harrisburg Blvd.	Houston	TX	77003
Civic Club/HOA	Director			Director	Shoreacres Civic Association		601 Shore Acres Blvd.	Shoreacres	TX	77571
Civic Club/HOA	Director			Director	Sinco Court Community Association		1149 Ellsworth Dr., 2nd Floor	Pasadena	TX	77506
Civic Club/HOA	Director			Director	Southmore Plaza Community Association		1149 Ellsworth Dr., 2nd Floor	Pasadena	TX	77506
Civic Club/HOA	Director			Director	Sunset Terrace Community Association		1149 Ellsworth Dr., 2nd Floor	Pasadena	TX	77506
Community Organization	Ms.	Diane	Sheridan	Facilitator	Bay Area Community Advisory Panel (CAP)		1107 Live Oaks Ln.	Taylor Lake Village	TX	77586
Community Organization	Ms.	Diane	Sheridan	Facilitator	Citizen's Advisory Council to La Porte Industry		1107 Live Oaks Ln.	Taylor Lake Village	TX	77586
Community Organization		Diane	Sheridan	Facilitator	Deer Park Citizen Advisory Council (CAC)		1107 Live Oaks Ln.	Taylor Lake Village	TX	77586
Community Organization	Ms.	Diane	Sheridan	Facilitator	Deer Park Community Advisory Council		1107 Live Oaks Ln.	Taylor Lake Village	TX	77586
Community Organization		Diane	Sheridan	Facilitator	La Porte Citizen Advisory Council (CAC)		1107 Live Oaks Ln.	Taylor Lake Village	TX	77586
Community Organization	Ms.	Diane	Sheridan	Facilitator	Pasadena Citizen Advisory Council (CAC)		1107 Live Oaks Ln.	Taylor Lake Village	TX	77586
Economic Organization	Mr.	Bob	Mitchell	President	Bay Area Houston Economic Partnership		P.O. Box 58724	Houston	TX	77586
Economic Organization	Ms.	Tracey S.	Wheeler	President & CEO	Baytown Chamber of Commerce		1300 Rollingbrook St., Ste. 400	Baytown	TX	77521
Economic Organization	Mr.	Michael K.	Shields	Executive Director	Baytown-West Chambers County Economic Development Foundation		1300 Rollingbrook St., Ste.505	Baytown	TX	77521
Economic Organization	Mr.	Chad	Burke	President & CEO	Economic Alliance-Houston Port Region		203 Ivy Ave., Ste. 200	Deer Park	TX	77536
Economic Organization	Ms.	Courtney	Johnson Rose	Chair of the Board	Greater Houston Black Chamber		P.O. Box 88094	Houston	TX	77288
Economic Organization	Mr.	Bob	Harvey	President & CEO	Greater Houston Partnership		701 Avenida de las Americas, Ste. 900	Houston	TX	77010
Economic Organization	Ms.	Ann B.	Stern	President & CEO	Houston Endowment		600 Travis St., Ste. 6400	Houston	TX	77002
Economic Organization	Ms.	Colleen	Hicks, IOM	President	LaPorte-Bayshore Chamber of Commerce		P.O. Box 996	La Porte	TX	77572

Houston Ship Channel Expansion Channel Improvement Project Stakeholder Mailing List

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address	City	State	Zip
Economic Organization	Mr.	Ray	Soto	Chairman	League City Chamber of Commerce		319 E. Galveston St., Ste. B	League City	TX	77573
Economic Organization	Ms.	Margie	Buentello	President & CEO	North Channel Chamber of Commerce		P.O. Box 9759	Houston	TX	77213
Economic Organization	Ms.	Cristina	Womack	President & CEO	Pasadena Chamber of Commerce		4334 Fairmont Pkwy.	Pasadena	TX	77504
Economic Organization	Mr.	Paul	Chavez	Director	Seabrook Economic Development Corporation		1700 First St.	Seabrook	TX	77586
Economic Organization	Ms.	Jo Ann	Parish	Executive Officer	South Houston Chamber of Commerce		58 Spencer Highway	South Houston	TX	77587
Economic Organization	Ms.	Jenny	Senter	President	Texas City - La Marque Chamber of Commerce		9702 Emmett F. Lowry Expy.	Texas City	TX	77590
Elected Official - city	The Honorable	Laura	Alvarado	Council Member District 1	City of Baytown		P.O. Box 424	Baytown	TX	77522
Elected Official - city	The Honorable	Stephen H.	DonCarlos	Mayor	City of Baytown		P.O. Box 424	Baytown	TX	77522
Elected Official - city	The Honorable	Robert C.	Hoskins	Council Member District 5	City of Baytown		P.O. Box 424	Baytown	TX	77522
Elected Official - city	The Honorable	Charles R.	Johnson	Council Member District 3	City of Baytown		P.O. Box 424	Baytown	TX	77522
Elected Official - city	The Honorable	David	McCartney	Council Member District 6	City of Baytown		P.O. Box 424	Baytown	TX	77522
Elected Official - city	The Honorable	Chris	Presley	Council Member District 2	City of Baytown		P.O. Box 424	Baytown	TX	77522
Elected Official - city	The Honorable	Terry	Sain	Council Member District 4	City of Baytown		P.O. Box 424	Baytown	TX	77522
Elected Official - city	The Honorable	Dana	Colquitt	Alder	City of Beach City		12723 FM 2354	Beach City	TX	77523
Elected Official - city	The Honorable	Billy	Combs	Mayor	City of Beach City		12723 FM 2354	Beach City	TX	77523
Elected Official - city	The Honorable	Jackey "Jack"	Lasater	Mayor Pro Tem, Alder	City of Beach City		12723 FM 2354	Beach City	TX	77523
Elected Official - city	The Honorable	Paul	Newman 3rd	Alder	City of Beach City		12723 FM 2354	Beach City	TX	77523
Elected Official - city	The Honorable	Raymond	Smith	Alder	City of Beach City		12723 FM 2354	Beach City	TX	77523
Elected Official - city	The Honorable	Douglas	Walker	Alder	City of Beach City		12723 FM 2354	Beach City	TX	77523
Elected Official - city	The Honorable	Jan	Bailey	Council Member	City of Clear Lake Shores		1006 South Shore Dr.	Clear Lake Shores	TX	77565
Elected Official - city	The Honorable	Amanda	Fenwick	Council Member	City of Clear Lake Shores		1006 South Shore Dr.	Clear Lake Shores	TX	77565
Elected Official - city	The Honorable	Diana	Hoemer	Council Member	City of Clear Lake Shores		1006 South Shore Dr.	Clear Lake Shores	TX	77565
Elected Official - city	The Honorable	Christy	Lyons	Council Member	City of Clear Lake Shores		1006 South Shore Dr.	Clear Lake Shores	TX	77565
Elected Official - city	The Honorable	Mike	McNamara	Mayor	City of Clear Lake Shores		1006 South Shore Dr.	Clear Lake Shores	TX	77565
Elected Official - city	The Honorable	Bud	Solmonsson	Council Member	City of Clear Lake Shores		1006 South Shore Dr.	Clear Lake Shores	TX	77565
Elected Official - city	The Honorable	Sherry	Garrison	Council Member 1	City of Deer Park		710 E. San Augustine St.	Deer Park	TX	77536
Elected Official - city	The Honorable	Tommy	Ginn	Council Member 3	City of Deer Park		710 E. San Augustine St.	Deer Park	TX	77536
Elected Official - city	The Honorable	Thane	Harrison	Council Member 2	City of Deer Park		710 E. San Augustine St.	Deer Park	TX	77536
Elected Official - city	The Honorable	Ron	Martin	Council Member 5	City of Deer Park		710 E. San Augustine St.	Deer Park	TX	77536
Elected Official - city	The Honorable	Jerry	Mouton, Jr.	Mayor	City of Deer Park		710 E. San Augustine St.	Deer Park	TX	77536
Elected Official - city	The Honorable	Bill	Patterson	Council Member 4	City of Deer Park		710 E. San Augustine St.	Deer Park	TX	77536
Elected Official - city	The Honorable	Rae A.	Sinor	Council Member 6	City of Deer Park		710 E. San Augustine St.	Deer Park	TX	77536
Elected Official - city	The Honorable	Mark	Briggs	Council Member 5	City of El Lago		411 Tallowood Dr.	El Lago	TX	77586
Elected Official - city	The Honorable	Jim	Kelly	Council Member 3	City of El Lago		411 Tallowood Dr.	El Lago	TX	77586
Elected Official - city	The Honorable	Robert	Kumar-Misir	Council Member 1	City of El Lago		411 Tallowood Dr.	El Lago	TX	77586
Elected Official - city	The Honorable	Jeff	Michalak	Council Member 2	City of El Lago		411 Tallowood Dr.	El Lago	TX	77586
Elected Official - city	The Honorable	John	Skelton	Council Member 4	City of El Lago		411 Tallowood Dr.	El Lago	TX	77586
Elected Official - city	The Honorable	Robert	White	Mayor	City of El Lago		411 Tallowood Dr.	El Lago	TX	77586
Elected Official - city	The Honorable	Eric	Broussard	Position 3	City of Galena Park		P.O. Box 46	Galena Park	TX	77547
Elected Official - city	The Honorable	Rodney	Chersky	Position 1	City of Galena Park		P.O. Box 46	Galena Park	TX	77547
Elected Official - city	The Honorable	Esmeralda	Moya	Mayor	City of Galena Park		P.O. Box 46	Galena Park	TX	77547
Elected Official - city	The Honorable	Barry	Ponder	Position 4	City of Galena Park		P.O. Box 46	Galena Park	TX	77547
Elected Official - city	The Honorable	Oscar	Silva, Jr.	Position 2	City of Galena Park		P.O. Box 46	Galena Park	TX	77547
Elected Official - city	The Honorable	Dwight	Boykins	Council Member District D	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Jack	Christie	Council Member At-Large 5	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Karla	Cisneros	Council Member District H	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Ellen	Cohen	Council Member District C	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Jerry	Davis	Council Member District B	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Amanda	Edwards	Council Member At-Large 4	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Robert	Gallegos	Council Member District I	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Larry	Green	Council Member District K	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Mike	Knox	Council Member At-Large 1	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Michael	Kubosh	Council Member At-Large 3	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Mike	Laster	Council Member District J	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Steve	Le	Council Member District F	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Dave	Martin	Council Member District E	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	David	Robinson	Council Member At-Large 2	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Brenda	Stardig	Council Member District A	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002

Houston Ship Channel Expansion Channel Improvement Project Stakeholder Mailing List

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address	City	State	Zip
Elected Official - city	The Honorable	Greg	Travis	Council Member District G	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Sylvester	Turner	Mayor	City of Houston		900 Bagby, City Hall Annex, First Floor	Houston	TX	77002
Elected Official - city	The Honorable	Ana	Diaz	Mayor	City of Jacinto City		1301 Mercury Dr.	Houston	TX	77029
Elected Official - city	The Honorable	Carmela	Garcia	Council Member 4	City of Jacinto City		1301 Mercury Dr.	Houston	TX	77029
Elected Official - city	The Honorable	Mario	Gonzales	Council Member 5	City of Jacinto City		1301 Mercury Dr.	Houston	TX	77029
Elected Official - city	The Honorable	Allen	Lee	Council Member 3	City of Jacinto City		1301 Mercury Dr.	Houston	TX	77029
Elected Official - city	The Honorable	Jimmy "JJ"	Rivas	Council Member 1	City of Jacinto City		1301 Mercury Dr.	Houston	TX	77029
Elected Official - city	The Honorable	Gregg	Robinson	Council Member 2	City of Jacinto City		1301 Mercury Dr.	Houston	TX	77029
Elected Official - city	The Honorable	Kyle	Burks	Council Member 3	City of Kemah		1401 SH 146	Kemah	TX	77565
Elected Official - city	The Honorable	Robin	Collins	Council Member 4	City of Kemah		1401 SH 146	Kemah	TX	77565
Elected Official - city	The Honorable	Carl	Joiner	Mayor	City of Kemah		1401 SH 146	Kemah	TX	77565
Elected Official - city	The Honorable	Teresa	Vazquez-Evans	Council Member 1	City of Kemah		1401 SH 146	Kemah	TX	77565
Elected Official - city	The Honorable	Matt	Wiggins	Council Member 5	City of Kemah		1401 SH 146	Kemah	TX	77565
Elected Official - city	The Honorable	Wanda	Zimmer	Council Member 2	City of Kemah		1401 SH 146	Kemah	TX	77565
Elected Official - city	The Honorable	Danny	Earp	Council Member District 1	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Chuck	Engelken	Council Member District 2	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Dottie	Kaminski	Council Member At Large B	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Daryl	Leonard	Council Member District 3	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Kristin	Martin	Council Member District 4	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Jay	Martin	Council Member District 5	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Nancy	Ojeda	Council Member District 6	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Louis R.	Rigby	Mayor	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	John P.	Zemanek	Council Member At Large A	City of La Porte		604 W. Fairmont Pkwy.	La Porte	TX	77571
Elected Official - city	The Honorable	Michael	Bechtel	Mayor	City of Morgan's Point		1415 E. Main St.	Morgan's Point	TX	77571
Elected Official - city	The Honorable	Craig	Bland	Council Member	City of Morgan's Point		1415 E. Main St.	Morgan's Point	TX	77571
Elected Official - city	The Honorable	Mike	Fowler	Council Member	City of Morgan's Point		1415 E. Main St.	Morgan's Point	TX	77571
Elected Official - city	The Honorable	Tim	Harris	Council Member	City of Morgan's Point		1415 E. Main St.	Morgan's Point	TX	77571
Elected Official - city	The Honorable	Richard	Helmle	Council Member	City of Morgan's Point		1415 E. Main St.	Morgan's Point	TX	77571
Elected Official - city	The Honorable	Thomas	Sheffield	Council Member	City of Morgan's Point		1415 E. Main St.	Morgan's Point	TX	77571
Elected Official - city	The Honorable	Jonathan	Amdur	Council Member	City of Nassau Bay		1800 Space Park Dr., Ste. 200	Nassau Bay	TX	77058
Elected Official - city	The Honorable	Mark	Denman	Mayor	City of Nassau Bay		1800 Space Park Dr., Ste. 200	Nassau Bay	TX	77058
Elected Official - city	The Honorable	Harry	Dollar	Council Member	City of Nassau Bay		1800 Space Park Dr., Ste. 200	Nassau Bay	TX	77058
Elected Official - city	The Honorable	Bryce	Klug	Council Member	City of Nassau Bay		1800 Space Park Dr., Ste. 200	Nassau Bay	TX	77058
Elected Official - city	The Honorable	John	Mahon	Council Member	City of Nassau Bay		1800 Space Park Dr., Ste. 200	Nassau Bay	TX	77058
Elected Official - city	The Honorable	Sandra	Mossman	Mayor Pro Tem	City of Nassau Bay		1800 Space Park Dr., Ste. 200	Nassau Bay	TX	77058
Elected Official - city	The Honorable	Bob	Warters	Council Member	City of Nassau Bay		1800 Space Park Dr., Ste. 200	Nassau Bay	TX	77058
Elected Official - city	The Honorable	Cary	Bass	Council Member	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Sammy	Casados	Council Member	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Johnny	Isbell	Mayor	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Bruce	Leamon	Council Member	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Darrell	Morrison	Council Member	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Pat	Van Houte	Council Member	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Cody Ray	Wheeler	Council Member	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Ornaldo	Ybarra	Council Member	City of Pasadena		1211 Southmore	Pasadena	TX	77502
Elected Official - city	The Honorable	Glenna	Adovasio	Council Member	City of Seabrook		1700 First St.	Seabrook	TX	77586
Elected Official - city	The Honorable	Laura	Davis	Council Member	City of Seabrook		1700 First St.	Seabrook	TX	77586
Elected Official - city	The Honorable	Gary	Johnson	Council Member	City of Seabrook		1700 First St.	Seabrook	TX	77586
Elected Official - city	The Honorable	Thom	Kolupski	Mayor	City of Seabrook		1700 First St.	Seabrook	TX	77586
Elected Official - city	The Honorable	Robert	Llorente	Council Member	City of Seabrook		1700 First St.	Seabrook	TX	77586
Elected Official - city	The Honorable	Natalie	Pincha	Council Member	City of Seabrook		1700 First St.	Seabrook	TX	77586
Elected Official - city	The Honorable	Ricky	Bowles	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	TX	77571
Elected Official - city	The Honorable	Ron	Hoskins	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	TX	77571
Elected Official - city	The Honorable	David	Jennings	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	TX	77571
Elected Official - city	The Honorable	Jerome	McKown	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	TX	77571
Elected Official - city	The Honorable	Kimberly	Sandford	Mayor	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	TX	77571
Elected Official - city	The Honorable	Nancy J.	Schnell	Council Member	City of Shoreacres		601 Shoreacres Blvd.	Shoreacres	TX	77571
Elected Official - city	The Honorable	Doug	Blanchard	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	TX	77586
Elected Official - city	The Honorable	Bob	Davee	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	TX	77586

Houston Ship Channel Expansion Channel Improvement Project Stakeholder Mailing List

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address	City	State	Zip
Elected Official - city	The Honorable	Tony	Galt	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	TX	77586
Elected Official - city	The Honorable	Einar	Goerland	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	TX	77586
Elected Official - city	The Honorable	John	Keeney	Mayor	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	TX	77586
Elected Official - city	The Honorable	Doug	Shows	Council Member	City of Taylor Lake Village		500 Kirby Blvd.	Taylor Lake Village	TX	77586
Elected Official - city	The Honorable	Thelma	Bowie	Council Member	City of Texas City		P.O. Box 2608	Texas City	TX	77592
Elected Official - city	The Honorable	Jami	Clark	Council Member	City of Texas City		P.O. Box 2608	Texas City	TX	77592
Elected Official - city	The Honorable	Bruce	Clawson	Council Member	City of Texas City		P.O. Box 2608	Texas City	TX	77592
Elected Official - city	The Honorable	Mathew T.	Doyle	Mayor	City of Texas City		P.O. Box 2608	Texas City	TX	77592
Elected Official - city	The Honorable	Dee Ann	Haney	Council Member, Commissioner At-Large	City of Texas City		P.O. Box 2608	Texas City	TX	77592
Elected Official - city	The Honorable	Dorothea	Jones	Council Member	City of Texas City		P.O. Box 2608	Texas City	TX	77592
Elected Official - city	The Honorable	Phil	Roberts	Council Member, Mayor Pro Tem	City of Texas City		P.O. Box 2608	Texas City	TX	77592
Elected Official - county	The Honorable	Larry G.	George	Commissioner	Chambers County		P.O. Box 260	Winnie	TX	77665
Elected Official - county	The Honorable	Jimmy	Gore	Commissioner	Chambers County		P.O. Box 430	Anahuac	TX	77514
Elected Official - county	The Honorable	Heather H.	Hawthorne	County Clerk	Chambers County		P.O. Box 728	Anahuac	TX	77514
Elected Official - county	The Honorable	Patti L.	Henry	District Clerk	Chambers County		P.O. Box NN	Anahuac	TX	77514
Elected Official - county	The Honorable	Gary R.	Nelson	Commissioner	Chambers County		P.O. Box 1948	Mont Belvieu	TX	77580
Elected Official - county	The Honorable	Rusty	Senac	Commissioner	Chambers County		7711 Highway 146	Baytown	TX	77523
Elected Official - county	The Honorable	Jimmy	Sylvia	County Judge	Chambers County		P.O. Box 939	Anahuac	TX	77514
Elected Official - county	The Honorable	Darrell	Apffel	Commissioner	Galveston County		111730 Hwy 6	Santa Fe	TX	77510
Elected Official - county	The Honorable	Ken	Clark	Commissioner	Galveston County		174 Calder Rd., Rm.112	League City	TX	77573
Elected Official - county	The Honorable	Joe	Giusti	Commissioner	Galveston County		722 Moody, 1st Floor	Galveston	TX	77550
Elected Official - county	The Honorable	Mark	Henry	County Judge	Galveston County		722 Moody, St. 200	Galveston	TX	77550
Elected Official - county	The Honorable	Stephen D.	Holmes	Commissioner	Galveston County		9850-A Emmett F. Lowry Expy., Ste. A100	Texas City	TX	77591
Elected Official - county	The Honorable	R. Jack	Cagle	Commissioner	Harris County		1001 Preston, Ste. 950	Houston	TX	77002
Elected Official - county	The Honorable	Rodney	Ellis	Commissioner	Harris County		1001 Preston, 9th Fl.	Houston	TX	77002
Elected Official - county	The Honorable	Ed	Emmett	County Judge	Harris County		1001 Preston, Ste. 911	Houston	TX	77002
Elected Official - county	The Honorable	Jack	Morman	Commissioner	Harris County		1001 Preston, Rm. 924	Houston	TX	77002
Elected Official - county	The Honorable	Steve	Radack	Commissioner	Harris County		1001 Preston, 9th Floor	Houston	TX	77002
Elected Official - county	The Honorable	Stan	Stanart	County Clerk	Harris County		P.O. Box 1525	Houston	TX	77251
Elected Official - federal	The Honorable	Brian	Babin	Congressman	US House of Representatives	Congressional District 36	1201 Childers Rd.	Orange	TX	77630
Elected Official - federal	The Honorable	Kevin	Brady	Congressman	US House of Representatives	Congressional District 8	200 River Pointe, Ste. 304	Conroe	TX	77304
Elected Official - federal	The Honorable	John	Culberson	Congressman	US House of Representatives	Congressional District 7	10000 Memorial Dr., Ste. 620	Houston	TX	77024
Elected Official - federal	The Honorable	Al	Green	Congressman	US House of Representatives	Congressional District 9	3003 South Loop West, Ste.460	Houston	TX	77054
Elected Official - federal	The Honorable	Gene	Green	Congressman	US House of Representatives	Congressional District 29	256 North Sam Houston Pkwy East, Ste. 29	Houston	TX	77060
Elected Official - federal	The Honorable	Gene	Green	Congressman	US House of Representatives	Congressional District 29	11811 East Freeway, Ste. 430	Houston	TX	77029
Elected Official - federal	The Honorable	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	6719 West Montgomery, Ste. 204	Houston	TX	77091
Elected Official - federal	The Honorable	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	4300 Lyons Ave.	Houston	TX	77020
Elected Official - federal	The Honorable	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	420 West 19th St.	Houston	TX	77008
Elected Official - federal	The Honorable	Sheila	Jackson Lee	Congresswoman	US House of Representatives	Congressional District 18	1919 Smith St., Ste. 1180	Houston	TX	77002
Elected Official - federal	The Honorable	Michael	McCaul	Congressman	US House of Representatives	Congressional District 10	1773 Westborough Dr., Ste. 223	Katy	TX	77449
Elected Official - federal	The Honorable	Michael	McCaul	Congressman	US House of Representatives	Congressional District 10	990 Village Square, Ste. B	Tomball	TX	77375
Elected Official - federal	The Honorable	Pete	Olson	Congressman	US House of Representatives	Congressional District 22	1650 Highway 6, Ste. 150	Sugar Land	TX	77478
Elected Official - federal	The Honorable	Pete	Olson	Congressman	US House of Representatives	Congressional District 22	1920 Country Place Pkwy. Ste. 140	Pearland	TX	77581
Elected Official - federal	The Honorable	Pete	Olson	Congressman	US House of Representatives	Congressional District 22	22333 Grand Corner Dr. Ste. 151	Katy	TX	77494
Elected Official - federal	The Honorable	Ted	Poe	Congressman	US House of Representatives	Congressional District 2	1801 Kingwood Dr., Ste. 240	Kingwood	TX	77339
Elected Official - federal	The Honorable	Randy	Weber	Congressman	US House of Representatives	Congressional District 14	505 Orleans St., Ste. 103	Beaumont	TX	77701
Elected Official - federal	The Honorable	Randy	Weber	Congressman	US House of Representatives	Congressional District 14	122 West Way, Ste. 301	Lake Jackson	TX	77566
Elected Official - federal	The Honorable	Randy	Weber	Congressman	US House of Representatives	Congressional District 14	174 Calder Rd., Ste. 150	League City	TX	77573
Elected Official - federal	The Honorable	John	Cornyn	Senator	US Senate		5300 Memorial Dr., Ste. 980	Houston	TX	77007
Elected Official - federal	The Honorable	Ted	Cruz	Senator	US Senate		808 Travis St., Ste. 1420	Houston	TX	77002
Elected Official - state	The Honorable	Greg	Abbott	Governor of Texas	Office of the Governor		P.O. Box 308	Austin	TX	78711
Elected Official - state	The Honorable	Greg	Bonnen	Representative	Texas House of Representatives	State House District 24	174 Calder Rd. Ste. 116	League City	TX	77573
Elected Official - state	The Honorable	Briscoe	Cain	Representative	Texas House of Representatives	State House District 128	P.O. Box 7	Deer Park	TX	77536
Elected Official - state	The Honorable	Harold V.	Dutton	Representative	Texas House of Representatives	State House District 142	8799 N. Loop East, Ste. 305	Houston	TX	77029

Houston Ship Channel Expansion Channel Improvement Project Stakeholder Mailing List

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address	City	State	Zip
Elected Official - state	The Honorable	Wayne	Faircloth	Representative	Texas House of Representatives	State House District 23	2121 Market St.	Galveston	TX	77550
Elected Official - state	The Honorable	Ana	Hernandez	Representative	Texas House of Representatives	State House District 143	1233 Mercury Dr.	Houston	TX	77029
Elected Official - state	The Honorable	Dennis	Paul	Representative	Texas House of Representatives	State House District 129	17225 El Camino Real Blvd., Ste. 415	Houston	TX	77058
Elected Official - state	The Honorable	Mary Ann	Perez	Representative	Texas House of Representatives	State House District 144	101 S. Richey St.	Pasadena	TX	77506
Elected Official - state	The Honorable	Brandon	Creighton	Senator	Texas State Senate	State Senate District 4	350 Pine St., Ste. 1450	Beaumont	TX	77701
Elected Official - state	The Honorable	Sylvia	Garcia	Senator	Texas State Senate	State Senate District 6	5425 Polk St., Ste. 125	Houston	TX	77023
Elected Official - state	The Honorable	Larry	Taylor	Senator	Texas State Senate	State Senate District 11	174 Calder Rd., Ste. 151	League City	TX	77573
Elected Official - state	The Honorable	Larry	Taylor	Senator	Texas State Senate	State Senate District 11	6117 Broadway, Ste. 122	Pearland	TX	77581
Elected Official - state	The Honorable	John	Whitmire	Senator	Texas State Senate	State Senate District 15	803 Yale St.	Houston	TX	77007
Environmental Advocacy Group	Ms.	Rachel	Powers	Executive Director	Citizens Environmental Coalition Houston		P.O. Box 702	Houston	TX	77001
Environmental Advocacy Group	Mr.	Curtis	Anderson	President	Coastal Conservation Association (CCA) - Bay Area Chapter		6919 Portwest Dr., Ste. 100	Houston	TX	77024
Environmental Advocacy Group	Mr.	Todd	Buster	President	Coastal Conservation Association (CCA) - Central Houston Chapter		6919 Portwest Dr., Ste. 100	Houston	TX	77024
Environmental Advocacy Group	Mr.	Ken	Ellis	President	Coastal Conservation Association (CCA) - Galveston Chapter		6919 Portwest Dr., Ste. 100	Houston	TX	77024
Environmental Advocacy Group	Mr.	Eric	Minor	President	Coastal Conservation Association (CCA) - Mainland Chapter		6919 Portwest Dr., Ste. 100	Houston	TX	77024
Environmental Advocacy Group	Mr.	Gerald	Payne	President	Coastal Conservation Association (CCA) - Trinity Bay Chapter		6919 Portwest Dr., Ste. 100	Houston	TX	77024
Environmental Advocacy Group	Mr.	Jimmy	Wilson	President	Coastal Conservation Chapter (CCA) - San Jacinto Chapter		6919 Portwest Dr., Ste. 100	Houston	TX	77024
Environmental Advocacy Group	Mr.	Tom	Soderquist	Senior Regional Director	Ducks Unlimited, Inc.		7318 Charred Pine Dr.	Magnolia	TX	77354
Environmental Advocacy Group	Mr.	Jim	Blackburn	Chair	Galveston Bay Conservation & Preservation Association		P.O. Box 323	Seabrook	TX	77586
Environmental Advocacy Group	Mr.	Guy Robert	Jackson	Chairman	Galveston Bay Foundation		1100 Hercules Ave., Ste. 200	Houston	TX	77058
Environmental Advocacy Group	Mr.	Martin	Hagne	Executive Director	Gulf Coast Bird Observatory		299 West Highway 332	Lake Jackson	TX	77566
Environmental Advocacy Group	Ms.	Helen E.	Drummond	Executive Director	Houston Audubon Society		440 Wilchester Blvd.	Houston	TX	77079
Environmental Advocacy Group	Ms.	Deborah	January-Bevers	President & CEO	Houston Wilderness		550 Westcott St., Ste. 305	Houston	TX	77007
Environmental Advocacy Group				Executive Director	Scenic Galveston		20 Colony Park Cir.	Galveston	TX	77551
Environmental Advocacy Group	Ms.	Elizabeth	Spike	Chair	Sierra Club - Houston		P.O. Box 3021	Houston	TX	77253
Environmental Advocacy Group	Mr.	Jerry	Gallion		Texas Waterway Operators Association		55 Waugh Dr., Ste. 1000	Houston	TX	77007
Environmental Advocacy Group	Ms.	Laura	Huffman	State Director	The Nature Conservancy, Texas Chapter		1800 Augusta, Ste. 240	Houston	TX	77057
Historical Organization	Col.	Kelley W.	Crooks	Executive Director	Cavalla Historical Foundation		601 Tremont St.	Galveston	TX	77550
Individual Stakeholder	Mr.	Daniel	Espinoza		Congresswoman Sheila Jackson Lee		1919 Smith St., Ste. 1180	Houston	TX	77002
Individual Stakeholder	Ms.	Joanye	Henderson		Harris County Commissioner Cagle		1001 Preston, Ste. 950	Houston	TX	77002
Individual Stakeholder	Ms.	Barbara	Koslov		Harris County Transportation Policy Advisors		1001 Preston, Ste. 911	Houston	TX	77002
Individual Stakeholder	Mr.	Gordan	Keenan		Higman Marine Service		16530 Peninsula Rd.	Houston	TX	77015
Individual Stakeholder	Mr.	Kenton	Braun		PND Engineers		10497 Town and Country Way	Houston	TX	77024
Individual Stakeholder	Mr.	Philip	Kropf		Texas Mariners Cruising Association		515 W Main St.	Houston	TX	77006
Individual Stakeholder	Mr.	Stuart	Berg		USD Group LLC		15902 Mesa Verde	Houston	TX	77059
Individual Stakeholder	Mr.	Derek	Darnell				13301 E. FWY	Houston	TX	77015
Individual Stakeholder	Mr.	Gilbert	Peña				P.O. Box 3113	Pasadena	TX	77501
Individual Stakeholder	Mr.	John	Thomas				1761 Rich Dart Dr.	Houston	TX	77707
Individual Stakeholder	Mr.	Dick	Wright				431 Bayridge Rd.	Morgan's Point	TX	77571
MPO	Mr.	Rick	Guerrero		Houston - Galveston Area Council		P.O. Box 22777	Houston	TX	77227
Port/Navigation	Ms.	Mary Beth	Stengler	General Manager	Chambers/Liberty County Navigation District (CLCND)		P.O. Box 518	Anahuac	TX	77514
Port/Navigation	Mr.	Peter	Simons	Interim Port Director	Port of Galveston		123 Rosenburg Ave.	Galveston	TX	77553
Port/Navigation	Ms.	Karol	Chapman	Port Director	Port of Texas City		2425 Highway 146 North	Texas City	TX	77590
Recreation Organization	Mr.	Darin	Keever	Commodore	Galveston Bay Cruising Association		1500 Marina Bay Dr., Building 113B	Clear Lake Shores	TX	77565
Recreation Organization	Cdr.	John	Gross	Executive Officer	Galveston Bay Sail & Power Squadron		P.O. Box 336	Seabrook	TX	77586
Recreation Organization	Ms.	Kelly	de Schaun	Executive Director	Galveston Island Convention & Visitor Bureau		2328 Broadway	Galveston	TX	77550
Recreation Organization	Mr.	Jeffrey	Rabek	President	Galveston Island Nature Tourism Council		P.O. Box 1468	Galveston	TX	77553
Recreation Organization	Mr.	Scott	McDonald	Commander	Houston Sail and Power Squadron		6910 Bellaire Blvd., Ste. 15	Houston	TX	77074
Recreation Organization	Mr.	Steve	Gillett	Commodore	Houston Yacht Club		P.O. Box 1276	Shoreacres	TX	77571
Recreation Organization	Mr.	Jim	Winton	Commodore	Lakewood Yacht Club		2425 Nasa Pkwy.	Seabrook	TX	77586
Recreation Organization	Mr.	George C.	Francisco	Commodore	Texas Corinthian Yacht Club		P.O. Box 577	Kemah	TX	77656

Houston Ship Channel Expansion Channel Improvement Project Stakeholder Mailing List

Stakeholder Category	Salutation	First Name	Last Name	Title	Organization	District	Mailing Address	City	State	Zip
Recreation Organization	Mr.	Charles	Parette	Commodore	Texas Mariners Cruising Association		P.O. Box 946	Kemah	TX	77565
Recreation Organization	Ms.	Marie	Wise	Vice Commodore	Texas Sailing Association		510 W. 23rd St.	Houston	TX	77008
Resource Agency	Ms.	Maria	Vielma		Anahuac National Wildlife Reserve		P.O. Box 278	Anahuac	TX	77514
Resource Agency	Ms.	Sarah	Bernhardt, Ph.D.	Program Manager	Galveston Bay National Estuary Program		17041 El Camino Real, Ste. 210	Houston	TX	77058
Resource Agency	Ms.	Emily	Muehlstein	Public Information Officer	Gulf of Mexico Fisheries Management Council		2203 North Luis Ave., Ste. 1100	Tampa Bay	FL	33607
Resource Agency	Ms.	Maria	Vielma		Moody National Wildlife Refuge		P.O. Box 278	Anahuac	TX	77514

Appendix B

Attendee Database

Houston Ship Channel Expansion Channel Improvement Project Attendee Database

First Name	Last Name	Public Meeting Location	Public Official? If yes, position	Mailing Address	City	State	Zip	Email Address	Affiliation	Source of Learning About Public Scoping Meeting	Preferred Method for Receiving Project Info
Wendi	Barnett	Galena Park High School		15003 Moore Rd.	Houston	TX	77049			Other: Lisa Regan	
Bill	Bobir	Galena Park High School		P.O. Box 4324	Houston	TX	77210			Other: Notice - Industry	
Lauren	Boggs	Galena Park High School		1411 Quail Hollow Ln.	Sealy	TX	77474			Other: School	Mail
Taylor	Boggs	Galena Park High School		1411 Quail Hollow Ln.	Sealy	TX	77474			Website	Mail
Ashton	Burgin	La Porte Junior High		621 Moody Ave.	Galveston	TX	77550			Other: Work	
Rich	Byrnes	La Porte Junior High	Chief Infrastructure Officer						Port Houston	Other: Tier 1 Member	
Stephen	Byrnes	La Porte Junior High		2621 Orleans Dr.	Seabrook	TX	77586			Other: Industry Meeting	
Andrew	Cardenas	La Porte Junior High		1612 Roscoe St.	La Porte	TX	77571			Other: Friend	Mail
Carlos	Cardenas	La Porte Junior High		1612 Roscoe St.	La Porte	TX	77571			Other: Friend	Mail
Stephanie	Cardenas	La Porte Junior High		1612 Roscoe St.	La Porte	TX	77511			Other: Friend	Mail
Chase	Carrey	La Porte Junior High		3931 Twin City Highway	Port Arthur	TX	77642	chase.carey@kochpipeline.com	Koch Pipeline Company, LP	Notice in Mail	Email
Capt. Doug	Chappell	La Porte Junior High		2951 Marina Bay Dr., Ste. 130-396	League City	TX	77573			Facebook	
Catherine	Chinni	Galena Park High School		13105 NW Freeway, Ste. 825	Houston	TX	77040	catherinemchinni@gmail.com		Website	Website/Mail/Email
Chad	Compton	Galena Park High School		One Williams Place	Tulsa	OK				Website	
Juan	De La Cruz	Galena Park High School		2016 9th St.	Galena Park	TX	77547				
Gregory	DeLong	Galena Park High School		1747 Wroxtton Ct.	Houston	TX	77005	gndelong@eprod.com		Website	Email
William	Diehl	Galena Park High School		111 East Loop North	Houston	TX	77029			Notice in Mail	Mail
Amy	Dinn	Galena Park High School		6724 Sylvan Rd.	Houston	TX	77023			Other: Friend	
Clifton	Edwards	Galena Park High School	Commissioner Jack Cagle Representative	1001 Preston	Houston	TX	77002			Website	
Rene	Escuriex	La Porte Junior High		135 Regency Square	Lafayette	LA	70508	rene@fenstermaker.com		Other: Email	Email

Houston Ship Channel Expansion Channel Improvement Project Attendee Database

First Name	Last Name	Public Meeting Location	Public Official? If yes, position	Mailing Address	City	State	Zip	Email Address	Affiliation	Source of Learning About Public Scoping Meeting	Preferred Method for Receiving Project Info
Juan	Flores	Galena Park High School		1133 14th St.	Galena Park	TX	77547	juan.flores@gmail.com		Website	Email
Larry	Friemel	La Porte Junior High		6602 Saxet St.	Houston	TX	77055			Other: Boating Club	
Kenneth	Gathright	Galena Park High School		111 East Loop North	Houston	TX	77029			Website	Website
Steve	Gillett	La Porte Junior High	Houston Yacht Club commodore	2601 S. Broadway, Ste. 27	La Porte	TX	77571			Notice in Mail/Other: Boating Contacts	Mail
Lori	Hefley	La Porte Junior High		207 Louisiana Ave.	Bacliff	TX	77518	capthefley@gmail.com		Other: Facebook	Email
Deborah	January-Bevers	Galena Park High School		550 Westcott St., Ste 305	Houston	TX	77007			Other: Email Notice	
Jeff	Kaspic	La Porte Junior High		312 Summer Haven Cir.	League City	TX	77573	jkaspic@comcast.net		Other: Phillip Kroft & TMCA	Email
Barbara	Koslov	La Porte Junior High	Harris County Judge Emmett Representative	1001 Preston, Ste. 911	Houston	TX	77002	barbara.koslov@cjo.hctx.net		Notice in Mail	Email
Gerald	Krenek	Galena Park High School		1870 Mykawa Rd.	Pearland	TX	77581		Houston Pipeline Company		
Phillip	Krope	La Porte Junior High		515 West Main St.	Houston	TX	77006			Website	
Kyle	Krshka	Galena Park High School		One Williams Place	Tulsa	OK				Website	Website
Kimberly	Legge	Galena Park High School		1111 Bagby St., Ste. 18	Houston	TX	77002	klegge@contanda.com		Other: Coworker	Email
Michael	Long	Galena Park High School		1111 Bagby St., Ste. 1800	Houston	TX	77002			Website	
Mike	Manering	La Porte Junior High		208 Bay Colony Dr.	La Porte	TX	77571			Newspaper	Mail
Reese	Martin	Galena Park High School	Interim Chief of Police	2207 Clinton Dr.	Galena Park	TX	77547			Other	Mail
Norberto	Martinez	La Porte Junior High			Dickinson	TX	77539	norberto.martinez@aaol.com		Notice in Mail	Email
Kevin	Mataleis	Galena Park High School		6565 West Loop South, Ste. 708	Bellaire	TX	77401	kevin@lloydeng.com			Email
Erin	Minker	Galena Park High School		3913 Ascot Ln.	Houston	TX	77092			Other: Work	Mail
Lance	Nunez	La Porte Junior High		1423 Wicker Hill Way	Katy	TX				Other: Lone star Harbor Safety	Website
Nancy	Ojeda	La Porte Junior High	City of La Porte City Council	10302 Winding Trl.	La Porte	TX	77571			Notice in Mail	Mail / Newspaper

Houston Ship Channel Expansion Channel Improvement Project Attendee Database

First Name	Last Name	Public Meeting Location	Public Official? If yes, position	Mailing Address	City	State	Zip	Email Address	Affiliation	Source of Learning About Public Scoping Meeting	Preferred Method for Receiving Project Info
Ron	Percivay	Galena Park High School		811 Main St.	Houston	TX	70522			Notice in Mail	Mail
J.J	Plunkelt	Galena Park High School		203 Deerwood Glen Dr.	Deer park	TX				Website	
Justin	Ponder	Galena Park High School		10111 Palm Dr.	Mont Belvieu	TX	77523	justin.ponder@energytransfer.com		Other: Work	Email
James	Prazak	Galena Park High School		24526 San Pellino Dr.	Richmond	TX	77406	james.prazak@att.net		Other: Industry Notices	Email
Christopher	Priest	La Porte Junior High		18227 Hekeford Ln.	Houston	TX	77050	priestck@yahoo.com		Other: School	Email
Lisa	Regan	Galena Park High School		6207 Inwood Dr.	Houston	TX	77057			Website	Mail
Debbie	Reichle	Galena Park High School		6300 W. Port Arthur Rd.	Port Arthur	TX	77640			Other: Pipeline	
Tanya	Robertson	La Porte Junior High	State Rep. Briscoe Cain Representative	606 Rolling Brook, Ste.1E	Baytown	TX	77521	tanya.robertson@house.texas.gov		Notice in Mail	Email
Haskel	Rodgers	La Porte Junior High		4310 Long Glen	Kingwood	TX	77339	haskel.t.rogers@exxonmobil.com		Other: Exxon Mobil Public Affairs	Email
Christine	Schlenker	Galena Park High School		111 East Loop North	Houston	TX	77029			Website	
Stephanie	Thomas	La Porte Junior High		3914 Leeland St.	Houston	TX	77003	sthomas@citizen.org		Other: Colleague	Email
Pat	Van Houte	Galena Park High School		603 Scott	Pasadena	TX	77506			Other: Email	
Stephen	Van Stone	La Porte Junior High		150 N. Dairy Ashford A236-H	Houston	TX	77079	s.vanstone@shell.com		Other: Texas Energy Co.	Email
Mark	Vincent	La Porte Junior High	Director of Channel Development						Port Houston	Other: Port Houston	Other: Meetings
Judson	Wisner	La Porte Junior High		22777 Spring Woods Village Parkway E3.5A.553	Spring	TX	77389			Other: Public Affairs	
Dick	Wright	La Porte Junior High		431 Bay Ridge Rd.	Morgans Point	TX	77571			Notice in Mail	Mail
Richard	Wright	Galena Park High School		One William Center OTC-A	Tulsa	OK	74172	kevin@lloydeng.com		Other: Industry	Email
No Name		La Porte Junior High									

Appendix C

Completed Attendee Cards

Completed Attendee Cards

Public Meeting at La Porte Junior High on October 19, 2017



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: Dir. Channel Dev

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido MARK VINCENT

Mailing Address/Dirección Port of Houston

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) work

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) meetings



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: Commodore - Houston Yacht Club

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO Maybe

First and Last Name/Nombre y Apellido Steve Gillett

Mailing Address/Dirección 2601 S. BROADWAY #27

City, State, Zip Code/Ciudad, Estado, Código Postal La Porte, TX 77571

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Boating Contacts

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: Represent Harris County Judge Emmett

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Barbara Koslov

Mailing Address/Dirección 1001 Preston Suite 911

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, TX 77002

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) Barbara.Koslov@cjo.hctx.net



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: City of LaPorte - City Council

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Nancy Ojeda

Mailing Address/Dirección 10302 Winding Trail

City, State, Zip Code/Ciudad, Estado, Código Postal LaPorte TX 77571

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido PHILIP KROPP

Mailing Address/Dirección 515 WEST MAIN ST.

City, State, Zip Code/Ciudad, Estado, Código Postal HOUSTON, TX 77006

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Cardenas, Stephanie

Mailing Address/Dirección 1612 Roscoe Street

City, State, Zip Code/Ciudad, Estado, Código Postal La Porte TX 77571

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) Friend

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Dick Wright

Mailing Address/Dirección 431 Bayridge Rd

City, State, Zip Code/Ciudad, Estado, Código Postal Morgan's Point

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido STEPHANIE THOMAS

Mailing Address/Dirección 3914 Beeland St

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77003

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) colleague

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) stthomas @ citizen.05



Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido STEPHEN VAN STONE

Mailing Address/Dirección 150 N. DARY ASHFORD, A236-H

City, State, Zip Code/Ciudad, Estado, Código Postal HOUSTON, TX 77079

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) TEXAS ENERGY CO

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) s.vanstone@shell.com



Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Chase Carey Koch Pipeline Company, LP

Mailing Address/Dirección 3931 Twin City Hwy

City, State, Zip Code/Ciudad, Estado, Código Postal Port Arthur, Tx 77642

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) Chase.carey@kochpipeline.com



Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido _____

Mailing Address/Dirección _____

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico** **Notice in Mail/Aviso por Correo** **Website/Sitio web**
 Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web** **Mail/Correo** **Email/Correo Electrónico** **Newspaper/Periódico**
 Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Stephen Byrnes

Mailing Address/Dirección 2621 Orleans Dr

City, State, Zip Code/Ciudad, Estado, Código Postal Seabrook TX 77586

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Industry meeting

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



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La Porte Junior High

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ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Ashton Burgin

Mailing Address/Dirección 621 Moody Ave.

City, State, Zip Code/Ciudad, Estado, Código Postal Galveston, TX 77550

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) work

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



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La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: NO

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Mike Manering

Mailing Address/Dirección 208 Bay Colony Dr

City, State, Zip Code/Ciudad, Estado, Código Postal La Porte TX

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marqueé uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sôbre el estudio? (Porfavor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Lori Hefley

Mailing Address/Dirección 207 Louisiana Ave

City, State, Zip Code/Ciudad, Estado, Código Postal Bachiff, Tx 77518

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web
 Other (Please explain)/Otro (Por favor de explicar) Facebook

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico
 Other (Please explain)/Otro (Por favor de explicar) captHefley@gmail.com



Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: CHEF INFRASTRUCTURE OFFICER

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido RICH BYRNES

Mailing Address/Dirección PORT HOUSTON

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) TIER 1 MEMBER

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

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Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido NORBERTO MARTINEZ

Mailing Address/Dirección norberto.martinez3@aol.com

City, State, Zip Code/Ciudad, Estado, Código Postal DICKINSON TX 77539

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



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401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Joson Wisner

Mailing Address/Dirección 22777 Springwoode Village Parkway E3.5A.553

City, State, Zip Code/Ciudad, Estado, Código Postal Spring TX 77389

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marquee uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Public Affairs

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sôbre el estudio? (Porfavor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



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Thursday, October 19, 2017
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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Capt. Doug Chappell

Mailing Address/Dirección 2951 MARINA Bay Dr Ste 130-396 League City TX 77573

City, State, Zip Code/Ciudad, Estado, Código Postal League City TX 77573

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Facebook

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) FB



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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido HASKEL ROGERS

Mailing Address/Dirección 4310 LONG GLEN

City, State, Zip Code/Ciudad, Estado, Código Postal KINGWOOD TX 77339

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web
 Other (Please explain)/Otro (Por favor de explicar) EXXON MOBIL PUBLIC AFFAIRS

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico
 Other (Please explain)/Otro (Por favor de explicar) HASKEL.T. ROGERS@EXXONMOBIL.COM



Attendee Card

Public Meeting

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401 S. Broadway St., La Porte, TX 77571

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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Andrew Cardenas

Mailing Address/Dirección 1612 ROSCOE ST.

City, State, Zip Code/Ciudad, Estado, Código Postal La Porte 77571

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) friend

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido

Carlos Cardenas

Mailing Address/Dirección

1612 Roscoe St.

City, State, Zip Code/Ciudad, Estado, Código Postal

La Porte TX. 77571

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar)

Friend

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Rene Escuriex

Mailing Address/Dirección 135 Regency Square

City, State, Zip Code/Ciudad, Estado, Código Postal Lafayette, LA, 70508

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) email

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) rene@fenstermaker.com



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401 S. Broadway St., La Porte, TX 77571

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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Lance Nunez

Mailing Address/Dirección 1423 Wickerhill way

City, State, Zip Code/Ciudad, Estado, Código Postal Katy

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Lonestar Harbor Safety

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido CHRISTOPHER PRIEST

Mailing Address/Dirección 18227 HEKEFORD LN

City, State, Zip Code/Ciudad, Estado, Código Postal HOUSTON, TX 77058

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) SCHOOL

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) PRIESTEK @ YAHOO.COM



Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido LARRY FRIEMEL

Mailing Address/Dirección 6602 SAXET

City, State, Zip Code/Ciudad, Estado, Código Postal HOUSTON TX 77055

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Boating Club

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting

Thursday, October 19, 2017

La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido JEFF KAAPIC

Mailing Address/Dirección 312 SUMMER HAVEN CIR

City, State, Zip Code/Ciudad, Estado, Código Postal LEAGUE CITY TX 77573

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) PHILIP MROFT + TMCA

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) JKAAPIC@COMCAST.NET



Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High

401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: Rep Briscoe Cain

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido _____

Mailing Address/Dirección 606 Rolling Brook Suite 1E

City, State, Zip Code/Ciudad, Estado, Código Postal Baytown TX

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____

Completed Attendee Cards

Public Meeting at Galena Park High School on October 25, 2017



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School
1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Amy Dinn

Mailing Address/Dirección 6724 Sylvan Rd

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77023

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) friend

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School

1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido James Prazak

Mailing Address/Dirección 24526 San Pellino Dr., Richmond, TX 77406

City, State, Zip Code/Ciudad, Estado, Código Postal Richmond, TX 77406

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Industry Notices

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) james.prazak@att.net



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School
1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Richard Wright

Mailing Address/Dirección One Williams Center, OTC-9

City, State, Zip Code/Ciudad, Estado, Código Postal Tulsa, OK 74172

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Industry

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School
1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Kevin Mastaleris

Mailing Address/Dirección 6565 West Loop South, Ste 708 ~~77401~~

City, State, Zip Code/Ciudad, Estado, Código Postal Bellaire, TX 77401

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) EMAIL

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) Kevin@Hoydeag.com



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School
1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Michael Long

Mailing Address/Dirección 1111 Bugby St. Suite 1500

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77002

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting

Wednesday, October 25, 2017

Galena Park High School

1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: HG Community JACK GABLE

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido GILFON EDWARDS

Mailing Address/Dirección 1001 Preston St, HOUSTON 77002

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

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1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: Interim Chief of Police

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Reese Martin

Mailing Address/Dirección 2207 Clinton Dr.

City, State, Zip Code/Ciudad, Estado, Código Postal Galena Park TX 77547

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- Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web
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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Catherine Chinni

Mailing Address/Dirección ~~14523~~ ~~452~~ 13105 NW Freeway Ste 825

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77040

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) Catherine.mchinni@gmail.com



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1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Deborah January - Bevers

Mailing Address/Dirección 550 Westcott St., Suite 305

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, TX 77007

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) Email notice

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido JUSTIN PONDOR

Mailing Address/Dirección 10111 PALM DR 1

City, State, Zip Code/Ciudad, Estado, Código Postal MOCK BAYOU TX 77523

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) WORK

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) JUSTIN.PONDOR@ENERGYTRANSFER.COM



Attendee Card

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1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: Juan De la Cruz

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Juan De la Cruz

Mailing Address/Dirección 2016 990 Galena Park

City, State, Zip Code/Ciudad, Estado, Código Postal 77547

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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido

Bill Boor

Mailing Address/Dirección

Box 4324, Houston, TX 77210

City, State, Zip Code/Ciudad, Estado, Código Postal

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar)

NOTICE - INVOLVING

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web

Mail/Correo

Email/Correo Electrónico

Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar)



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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Ron Percivay

Mailing Address/Dirección 511 Main St. Houston TX 70522

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web
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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido FAMILON BOGGS

Mailing Address/Dirección 1411 Quail Hollow

City, State, Zip Code/Ciudad, Estado, Código Postal Sealy TX 77474

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Kyle Krshka

Mailing Address/Dirección One Williams Place

City, State, Zip Code/Ciudad, Estado, Código Postal Tulca TX

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Chad Compton

Mailing Address/Dirección One Williams Place

City, State, Zip Code/Ciudad, Estado, Código Postal Tulsa, OK

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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Juan Flores

Mailing Address/Dirección 1133 14th St

City, State, Zip Code/Ciudad, Estado, Código Postal Galena Park, TX 77547

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Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar) juan.flores62@gmail.com



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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido WILLIAM DIEHL

Mailing Address/Dirección 111 EAST LOOP NORTH

City, State, Zip Code/Ciudad, Estado, Código Postal HOUSTON TX 77029

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Christine Schlenker

Mailing Address/Dirección 111 East Loop N

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77029

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido J.J. Plunkett

Mailing Address/Dirección 203 Deerwood Glen Drive

City, State, Zip Code/Ciudad, Estado, Código Postal Deerwood Glen Drive, Deer Park

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

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- Website/Sitio web
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- Email/Correo Electrónico
- Newspaper/Periódico
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HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido

Kimberly Legge

Mailing Address/Dirección

1111 Bagby St. Suite 18

City, State, Zip Code/Ciudad, Estado, Código Postal

Houston TX 77002

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar)

conover

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (Please explain)/Otro (Por favor de explicar)

klegge@contanda.com



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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Leo Regan

Mailing Address/Dirección 6207 Inwood Drive, Houston, TX 77057

City, State, Zip Code/Ciudad, Estado, Código Postal 77057

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) _____

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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Kenneth Gathright

Mailing Address/Dirección 111 East Loop North

City, State, Zip Code/Ciudad, Estado, Código Postal Houston, Tx 77029

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Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

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If yes, position/Puesto: _____

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First and Last Name/Nombre y Apellido Debbie Reichley

Mailing Address/Dirección 6300 W. Paul Arthur Rd

City, State, Zip Code/Ciudad, Estado, Código Postal Paul Arthur, Tx. 77640

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web

Other (Please explain)/Otro (Por favor de explicar) ape /me

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

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If yes, position/Puesto: _____

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First and Last Name/Nombre y Apellido WENDI BARNETT

Mailing Address/Dirección 15003 MOORE RD

City, State, Zip Code/Ciudad, Estado, Código Postal HOUSTON TX 77049

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno) LISA REGAN

- Newspaper Notice/Aviso Periódico** **Notice in Mail/Aviso por Correo** **Website/Sitio web**
 Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web** **Mail/Correo** **Email/Correo Electrónico** **Newspaper/Periódico**
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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Erin Munter

Mailing Address/Dirección 3913 Ascot Ln

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77092

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web
 Other (Please explain)/Otro (Por favor de explicar) work

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If yes, position/Puesto: _____

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¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Gregory DeLong

Mailing Address/Dirección 1747 Wropton Court

City, State, Zip Code/Ciudad, Estado, Código Postal Houston TX 77005

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico gndelong@eprod.com
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) _____



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Attendee Card

Public Meeting

Wednesday, October 25, 2017

Galena Park High School

1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____ (previous)

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Pat Van Houte

Mailing Address/Dirección 603 Scott

City, State, Zip Code/Ciudad, Estado, Código Postal Pasadena TX 77506

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) E-mail

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School
1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?

¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido Gerard Krenek -Houston Pipeline Comp

Mailing Address/Dirección 1870 MYKAWA ROAD

City, State, Zip Code/Ciudad, Estado, Código Postal Pearland, TX 77581

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico Notice in Mail/Aviso por Correo Website/Sitio web
 Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico
 Other (Please explain)/Otro (Por favor de explicar) _____

Appendix D

Comment Database

Houston Ship Channel Expansion Channel Improvement Project Comment Database

First Name	Last Name	Public Official? If yes, position	Mailing Address	City	State	Zip	Email Address	Phone Number	Affiliation	Comment Type	Date Received	Comment
John M.	Gross						crosswire144@yahoo.com	281-433-3091	Commander, Galveston Bay Sail and Power Squadron	Email	09/11/17	As Commander of the Galveston Bay Sail and Power Squadron, I have received notification of the public meetings to be held concerning the subject project. I expect to be present at the September 27, 2017, meeting in LaPorte. In reference to this project, I would like pose to some questions: 1. Concerning MM2_BSCRORO_1800 Mooring Facility: To what station of the BSC will the existing MarSec zone be extended to the east? 2. Concerning MM2_BSCRORO_1800 Mooring Facility: Will the existing MarSec zone be extended to the north to include the entire outline of the proposed mooring area, proposed turning basin, and the existing BSC channel? 3. Concerning SA2_BSCFlare: At what station of the BSC will the western end of the dike be placed? 4. Concerning SA2_BSCFlare: How far north of the red side ATONs in the BSC will the southern toe of the east/west section of the dike be placed?
Julieta	Paíta		5906 Star Ln.	Houston	TX	77057	northchannelstar@gmail.com	281-328-9605	North Channel Star	Email	09/11/17	Our newspaper is the official legal paper for Jacinto City, and widely read in Galena Park. Please consider notifying the public of your Sept. 21 meeting with a legal notice in our newspaper.
Capt. Doug	Chappell		2951 Marina Bay Dr., Ste. 130-396	League City	TX	77573	captjsea@gmail.com		Texas Mariners Cruising Association	Written La Porte Public Meeting	10/19/17	I fully agree with the need and terminal outcomes of this effort. I support industry, shipping, port operations, and the environmental protections aspects. Please consider the impact to recreational boating in the overall plan, implementation, and outcome. It would be very much appreciated if the USACE might consider using dredge spoils to create a useable anchorage, conveniently located, whereas recreational boaters could also benefit from this effort. Your considerations in this matter are greatly appreciated by thousands of recreational boaters in the Galveston Bay and surrounding waters.
Kevin	Matakis						kevin@lloydeng.com		Lloyd Engineering	Written La Porte Public Meeting	10/25/17	We work with many private clients along the Houston Ship Channel, the proposed project does both, positively and negatively impact those clients. We collectively would request a workshop to discuss the proposed channel limits & potential adjustments to best accommodate all & still provide widened channel.
Bob	Pennacchi		P.O. Box 698	Deer Park	TX	77536-0698		281-884-0239	COO, Intercontinental Terminals Company, LLC	Email	11/08/17	Please reference Appendix E for a copy of the complete comment.
Charles	Flournoy		111 East Loop North	Houston	TX	77029	info@txgulf.org	713-678-4300	Chairman, Greater Houston Port Bureau	Mail	11/09/17	Please reference Appendix E for a copy of the complete comment.
Amy	Dinn								Private Citizen	Verbal Galena Park Public Meeting	10/25/17	Please reference the court reporter transcript from the Galena Park High School public meeting in Appendix K for a complete transcription of comments.
Phil	Kropf								TMCA Past Commodore Rec Boater Rep to the USCG Area Maritime Security Committee (AMSC) Rec Boater Rep to the USCG Port Coordination Team (PCT) Rec Boater Rep to the Lone Star Harbor Safety Committee (LSHSC) Rec Boater Rep to the Central Texas Coastal Area Committee (CTCAC)	Verbal La Porte Public Meeting	10/19/17	Please reference the court reporter transcript from the La Porte Junior High public meeting in Appendix K for a complete transcription of comments.
Stephanie	Cardenas								Private Citizen	Verbal La Porte Public Meeting	10/19/17	Please reference the court reporter transcript from the La Porte Junior High public meeting in Appendix K for a complete transcription of comments.
James	Prazak						prazakj@triconenergy.com	979-230-6785	Chair, Lone Star Harbor Safety Committee	Verbal Galena Park Public Meeting		Please reference the court reporter transcript from the Galena Park High School public meeting in Appendix K for a complete transcription of comments.

Houston Ship Channel Expansion Channel Improvement Project Comment Database

First Name	Last Name	Public Official? If yes, position	Mailing Address	City	State	Zip	Email Address	Phone Number	Affiliation	Comment Type	Date Received	Comment
Richard	Wright								Engineering Manager, Magellan	Verbal Galena Park Public Meeting	10/25/17	Please reference the court reporter transcript from the Galena Park High School public meeting in Appendix K for a complete transcription of comments.
Mike	Manering		208 Bay Colony Dr.	La Porte	TX	77571	mjmane@comcast.net		Private Citizen	Email	11/09/17	Please reference Appendix E for a copy of the complete comment.
Thomas	Denney		1 Fluor Daniel Dr., A-3	Sugar Land	TX	77478	thomas.denney@energytransfer.com	281-637-6414	Sr. Specialist, Land & Right of Way Energy Transfer Partners	Email	11/08/17	We just concluded a meeting of the Texas Energy Coalition whose members are various pipeline companies in Texas. They mentioned that "the 11" pipeline companies affected by this project are listed in the COE plans. I've been reviewing that Plan (a massive document), and still cannot find the list. I work with Sunoco pipelines within the Energy Transfer organization. I would very much appreciate if you could send me the list of 11, or steer me to the location of the list within the Plan.
Randy	Stiefel		111 East Loop North	Houston	TX	77029	rstiefel@poha.com	713-670-2435	Director of General Cargo Facilities, Port Houston	Email	11/09/17	In segments 5 and 6, it should be included in the study to allow the larger beam Ro Ro vessels (NEOPanamax 35.8m beam) passage to the City Docks.
Jack	Yoes		16506 Locke Haven	Houston	TX	77059	jack.yoes@sbcglobal.net		Commodore, Houston Yacht Club	Email	11/10/17	Please reference Appendix E for a copy of the complete comment.
Lance	Nunez		1254 Enclave Parkway	Houston	TX	77077		281-966-2099	NA Marine Operations Leader The Dow Chemical Company	Email	11/10/17	Please reference Appendix E for a copy of the complete comment.
Michael	Long		1111 Bagby St., Ste. 1800	Houston	TX	77002	mlong@contanda.com	832-699-5311	Project Director, Contanda LLC	Email	11/10/17	Please reference Appendix E for a copy of the complete comment.
Scott A.	Jones						sjones@galvbay.org	281-332-3381 Ext. 209	Director of Advocacy, The Galveston Bay Foundation	Email	11/13/17	Please reference Appendix E for a copy of the complete comment.
Catherine M.	Chinni		13105 Northwest Freeway, Ste. 825	Houston	TX	77040	catherinemchinni@gmail.com		Environmental Specialist	Email	11/07/17	I request a CD copies of report for the HSC Expansion Channel Improvement Project - IMPROVEMENT PROJECT DRAFT INTEGRATED FEASIBILITY REPORT- ENVIRONMENTAL IMPACT STATEMENT (HSC ECIP DI FR-EIS) be mailed to me at the address listed below and to ensure I am on the stakeholders email recipient list: catherinemchinni@gmail.com
Catherine M.	Chinni		13105 Northwest Freeway, Ste. 825	Houston	TX	77040	catherine.chinni@wilsonco.com	713-343-4440	Environmental Permitting Specialist, Wilson & Company, Inc.	Email	11/13/17	Thank you for the opportunity to make comments regarding the HSC Draft Integrated Feasibility Report – EIS. Am in support of the expansion of the HSC project and its potential to increase commerce and benefit the economy. Upon reviewing the draft report, I did not find detailed information regarding where the pipelines potentially affected by the HSC expansion are located along the TSP/alternative 8/comprehensive plan. Would you please provide additional information regarding the location of the pipelines potentially affected by the comprehensive plan?
Adrian	Shelley		309 East 11th St., Ste. 2	Austin	TX	78701		832-840-6464	Director, Public Citizen, Texas Office	Email	11/13/17	Please reference Appendix E for a copy of the complete comment.
Capt. Steve	Byrnes		1000 Main St., Ste. 16114D	Houston	TX	77002		713-230-4943	Marine Technical Advisor, Shell Trading (US) Company	Email	11/13/17	Please reference Appendix E for a copy of the complete comment.
Lisa F.	Regan		6207 Inwood Dr.	Houston	TX	77057			Executive Director, Texas Energy Coalition	Mail	11/13/17	Please reference Appendix E for a copy of the complete comment.
Adrian	Vuyk		5001 Woodway Dr., Ste. 503	Houston	TX	77056	apvuyk@hotmail.com		Recreational Boater	Email	11/13/17	I'm a frequent user of the Red Fish island anchorage with my little 30 ft. trawler and would like to see more suitable small boat anchorages in the Galveston Bay Even Red Fish Island is very restricted to ENE - E- SE wind and only small draft boats. Anything over 4 Ft have to stay in the current and wave action going by the island. The HYC anchorage is basically only usable in S-SW-W again small boats with a draft of less than 4 ft. In general, we go back to the marina when there is a small boat advisory in effect. There are no safe anchorage with wind and wave protection in Galveston Bay what is a pity. With the economic impact of the small boaters on the community as a whole, I wonder why we can't have 2 or 3 say Crescent shaped island for save anchorage. Even adding some pier type extensions to the present disposal island could create a more usable and anchoring friendly Galveston bay.
James	Prazak						prazakj@triconenergy.com	979-230-6785	Chair, Lone Star Harbor Safety Committee	Email	11/13/17	Please reference Appendix E for a copy of the complete comment.

Houston Ship Channel Expansion Channel Improvement Project Comment Database

First Name	Last Name	Public Official? If yes, position	Mailing Address	City	State	Zip	Email Address	Phone Number	Affiliation	Comment Type	Date Received	Comment
Danny	Collier		One Valero Way	San Antonio	TX	78249			Vice President, Valero Marketing and Supply Company	Mail	11/10/17	Valero Marketing and Supply Company is a customer of MVP Terminalling, LLC at its Pasadena, Texas terminal. Valero Marketing and Supply Company has been made aware of the Draft Integrated Feasibility Report and Environmental Impact Statement along with the Tentatively Selected Plan ("TSP") prepared by the U.S. Army Corps of Engineers Galveston District and the Port of Houston Authority and would like to respectfully submit its concerns about the project. If the project proceeds as currently proposed, it would impact MVP's ability to construct and operate its proposed ship docks at the terminal as currently planned. This could have a significant impact on Valero Marketing and Supply Company's ability to do business at the terminal and could ultimately have negative impacts and result in decreased commerce on the Houston Ship Channel, which Valero Marketing and Supply Company believes should be considered as part of the review of the TSP.
Rich	Lashway		One Williams Center, Ste. 3100	Tulsa	OK	74172			Senior Vice President, MVP Terminalling, LLC	Mail	11/13/17	Please reference Appendix E for a copy of the complete comment.
Jeff	Selvidge		P.O. Box 22186, MD 31	Tulsa	OK	74172	jeff.selvidge@magellanlp.com	918-574-7403	Magellan Terminals Holdings, L.P.	Mail	11/13/17	Please reference Appendix E for a copy of the complete comment.
Jeff	Selvidge		P.O. Box 22186, MD 31	Tulsa	OK	74172	jeff.selvidge@magellanlp.com	918-574-7403	Magellan Terminals Holdings, L.P.	Mail	11/13/17	Please reference Appendix E for a copy of the complete comment.
Jim	Stark		P.O. Box 321649	Cocoa Beach	FL	32932	jstark@gicaonline.com	901-490-3312	Gulf Intracoastal Canal Association	Mail	11/13/17	Please reference Appendix E for a copy of the complete comment.
Amy/Rodrigo/Colin	Dinn/Cantu/Cox		P.O. Box 398	Houston	TX	77001		713-652-0077	Lone Star Legal Aid Equitable Development Initiative	Mail	11/13/17	Please reference Appendix E for a copy of the complete comment.

Appendix E

Submitted Comment Documents

John M. Gross

Sepulveda, Carl

From: John Gross <crosswire144@yahoo.com>
Sent: Monday, September 11, 2017 12:48 PM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Draft Feasibility Report ans EIS

Dear Dr. Burks-Copes,

As Commander of the Galveston Bay Sail and Power Squadron, I have received notification of the public meetings to be held concerning the subject project. I expect to be present at the September 27, 2017, meeting in LaPorte.

In reference to this project, I would like pose to some questions:

1. Concerning MM2_BSCRORO_1800 Mooring Facility: To what station of the BSC will the existing MarSec zone be extended to the east?
2. Concerning MM2_BSCRORO_1800 Mooring Facility: Will the existing MarSec zone be extended to the north to include the entire outline of the proposed mooring area, proposed turning basin, and the existing BSC channel?
3. Concerning SA2_BSCFlare: At what station of the BSC will the western end of the dike be placed?
4. Concerning SA2_BSCFlare: How far north of the red side ATONs in the BSC will the southern toe of the east/west section of the dike be placed?

Thank you for you time.

Sincerely,

John M. Gross
Commander Galveston Bay Sail and Power Squadron
281-433-3091

Julieta Paita

Sepulveda, Carl

From: North Channel Star <northchannelstar@gmail.com>
Sent: Monday, September 11, 2017 5:09 PM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Legal notice for Ship Channel Expansion

To Kelly Burks-Copes

Our newspaper is the official legal paper for Jacinto City, and widely read in Galena Park. Please consider notifying the public of your Sept. 21 meeting with a legal notice in our newspaper.

Thank you.

Julieta Paita

NORTH CHANNEL * STAR
5906 Star Lane, Houston, TX. 77057
281-328-9605 Phone
713-977-1188 Fax

Capt. Doug Chappell



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

CAPT. Doug Chappell

Mailing Address/Dirección de Envío

2951 MARINA BAY Dr. Suite 130-396

City, State, Zip Code/Ciudad, Estado, Código Postal

League City, TX 77573

Email Address/Correo Electrónico

captjdjsec@gmail.com

Affiliation/Afiliación

Texas MARINERS Cruising Association

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

- Newspaper Notice/Aviso de Periódico
- Notice in Mail/Aviso por Correo
- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (please explain)/Otro (por favor de explicar)

COMMENTS (Please make additional comments on the back, if needed.)
COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

I fully agree with the need and terminal outcomes of this effort. I support industry, shipping, port operations and the environmental protection aspects. Please consider the impact to recreational boating in the overall plan, implementation and outcome. It would be very much appreciated if the USACE might consider using dredge spoils to create a usable anchorage, conveniently located, whereas recreational boaters could also benefit from this effort. Your considerations in this matter are greatly appreciated by thousands of recreational boaters in the Galveston Bay and surrounding waters. Thank you!

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.
Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

Kevin Matakis



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

KEVIN MATAKIS

Mailing Address/Dirección de Envío

City, State, Zip Code/Ciudad, Estado, Código Postal

Email Address/Correo Electrónico

KEVIN@LLOYDENG.COM

Affiliation/Afiliación

LLOYD ENGINEERING

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

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- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (please explain)/Otro (por favor de explicar) _____

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

WE WORK WITH MANY PRIVATE CLIENTS ALONG THE HSC, THE PROPOSED PROJECT DOES BOTH POSITIVELY & NEGATIVELY IMPACT THOSE CLIENTS.

WE COLLECTIVELY WOULD REQUEST A WORKSHOP TO DISCUSS THE PROPOSED CHANNEL LIMITS & POTENTIAL ADJUSTMENTS TO BEST ACCOMMODATE ALL & STILL PROVIDE WIDENED CHANNEL.

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.

Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

Bob Pennacchi



November 8, 2017

Intercontinental Terminals Company LLC
P.O. Box 698 Deer Park, Texas 77536-0698
(281) 884-0300

To whom it may concern:

Intercontinental Terminals Company, LLC (ITC) has reviewed the Houston Ship Channel Expansion Channel Improvement Project Draft Integrated Feasibility Report - Environmental Impact Statement (HSC ECIP DIFR-EIS). In general, ITC fully supports the widening and deepening of the Houston Ship Channel to provide safe and reliable navigation in order to increase commerce through the Houston Ship channel. We would like to provide the following comments, suggestions, and questions:

- a. The current path in Segment 4 deviates south from the current center line of the channel and encroaches on the ability to maneuver ships safely in and out of our docks. In addition it creates a safety concern for the barge lanes on the south side (see the attached). ITC would like to better understand the plan for ship and barge traffic with the proposed improvements to Segment 4. The proposed channel widening encroaches on multiple facilities, both existing and planned, and would restrict barge lanes on both sides of the proposed channel.
- b. ITC has existing infrastructure and new developments planned for our facility in Pasadena within Segment 4 of the project. The widening and deepening will greatly benefit this new project; however, ITC requests a coordination meeting with stakeholders to review the proposed widening path and work through any potential conflicts with our proposed development.
- c. The Turning Basin 775+000 currently proposed in Segment 4 will have a significant impact on our existing facility and proposed development.
- d. ITC would like Suezmax vessels considered for Segment 4 as we currently have plans and designs for future projects involving Suezmax vessels.
- e. ITC understands that dredge placement areas will be a large part of the study and is an ongoing concern for many private industry users of the port. It would be beneficial if the study made an allowance for private maintenance dredging needs in the consideration of new placement areas.

We look forward to the opportunity to provide more direct input as a stakeholder in Segment 4 and reviewing the results of the more detailed design and study. Please reach out for clarifications, coordination, or with any follow on questions to the items above.

Regards,

Bob Pennacchi
Chief Operating Officer
Intercontinental Terminals Company
(281) 884-0239 Work
(281) 881-8625 Mobile
(281) 884-0203 Fax



ITC is a safe and dedicated partner whose associates are recognized as proud leaders in customer care and operational excellence.

additional survey data. This measure allows for the petrochemical industry in this stretch of channel to realize the benefits from the downstream 46.5-foot project and would extend the widening to 530 feet.

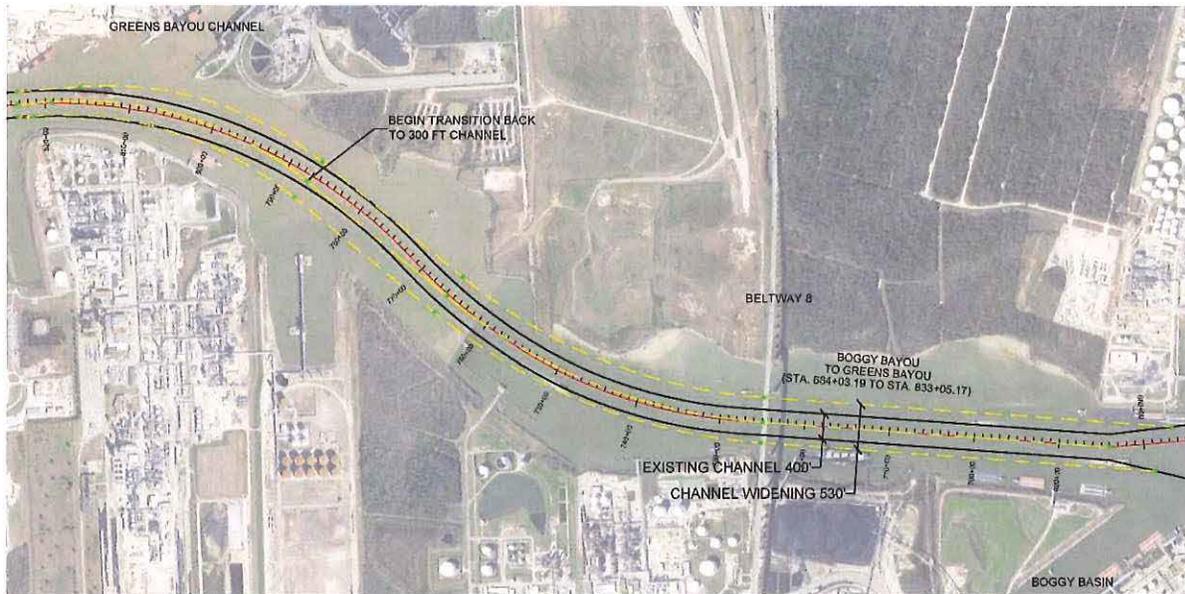


Figure 4-14: CW4_BB-GB_530 – Bogy Bayou to Greens Bayou Widening 530 Feet

4.3 Channel Deepening

Three measures were developed within Segments 4, 5 and 6 of the HSC that are currently at depths above -46.5 feet MLLW.

4.3.1 Segment 4

The current depth of the HSC from Bogy Bayou to Sims Bayou is -41.5 feet MLLW. Measure **CW4_Whole** proposes to deepen Segment 4 by approximately 5 feet between Stations 684+03 to 1110+77.54. This allows for the petrochemical industry in this stretch of channel to realize the benefits from the 46.5-foot project but would not lift current channel vessel beam restrictions. Additional design consideration will be required regarding pipeline relocations and the Washburn Tunnel, existing dock facilities, etc. USACE Galveston District Surveys indicate that depths of this segment are already more than -41.5 feet MLLW. However, at the tunnel crossing, the channel depth is maintained at a 40.5 foot plus 1-foot allowable overdepth (AO). Any improvements in this area would have to avoid impacts to the Washburn Tunnel. Incremental depth analysis will be conducted post TSP. No local service facility (LSF) improvements are currently considered in this analysis but will be reviewed post TSP. The majority of the facilities in this section are currently upgrading, constructing or permitted to upgrade or construct their facilities regardless of these channel improvements.



790+00

APPROX. PROPOSED
SHIP CHANNEL
WIDENING (530')

102.81'

237.60'

Charles Flournoy



November 9, 2017

Dr. Kelly Burks-Copes
U.S. Army Corps of Engineers, Galveston District
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, Texas 77553-1229

Dear Dr. Burks-Copes:

The Greater Houston Port Bureau wishes express its support of the Houston Ship Channel Expansion Channel Improvement Project Tentatively Selected Plan (TSP) and to provide feedback on certain elements of the TSP.

As the leading maritime trade organization for the Greater Houston port region and the marine exchange of Texas, the Greater Houston Port Bureau represents over 200 industry and port companies, most of which operate in the Houston Ship Channel region.

The Board of Directors supports the comprehensive approach to addressing the Houston Ship Channel's safety, efficiency, and commerce challenges by investing in current and future infrastructure. There are several elements of the plan or challenges that industry hopes can be addressed in the final plan.

First, the Board of Directors strongly supports deepening and widening of the Boggy Bayou to Sims Bayou reach (Segment 4) and an upper channel mooring. This section of the Houston Ship Channel is home to several liquid bulk terminals with docks that are already permitted to receive 46.5-foot draft vessels. As liquid bulk vessels increase in size, the Houston Ship Channel should expand to match forecasted vessel dimensions. Terminals have expressed interest in increasing the use of Aframax and Suezmax liquid bulk vessels within this reach.

However, with current vessel and channel dimensions above Boggy Bayou, an estimated one transit per day is delayed due to daylight-only restrictions based on its dimensions, primarily beam. Furthermore, about seven vessels per day are prohibited from meeting in that part of the channel due to combined beams. Widening the Houston Ship Channel above Boggy Bayou will assist in reducing these transit restrictions, thereby improving safety and efficiency of vessel movements.

Additionally, an upper channel mooring will improve efficiency of multi-movement vessels. Chemical tankers, the most common multi-movement vessel type, call upon several terminals during their calls to Houston. If the next required terminal is not available upon completion of cargo operations, the vessel must find a layberth or return to the anchorage. Availability of mooring in the upper channel would provide an alternative which would decrease unproductive movements on the Ship Channel.

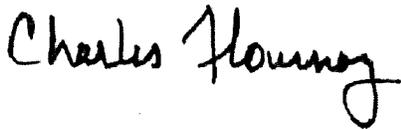
Secondly, availability of dredged material placement areas (DMPA) and the need for a dredged material management plan (DMMP) are already concerns for ship channel users, and these concerns will only become more acute as DMPA availability for private terminals diminishes. The Board of Directors recommends that potential DMPAs are included as part of the plan, not only after the plan has been finalized.

Thirdly, the Board of Directors strongly encourages that existing barge lanes remain intact, and furthermore, the barge lanes will benefit from deepening to accommodate the hydrodynamic effects of increasingly larger deepdraft vessels in the main channel passing or meeting brownwater vessels in the barge lane.

Finally, and most importantly, the Board of Directors recommends working closely with terminals and ship channel users to ensure channel modifications interact safely and effectively with existing and planned terminal facilities. This should include stakeholder meetings and interviews. The Port Bureau is happy to facilitate meetings with its member companies to assist with achieving this goal.

Thank you for your consideration of our remarks regarding the TSP. Please contact myself or CAPT Bill Diehl, President of the Greater Houston Port Bureau if you have any questions.

Sincerely,



Charles Flournoy
Chairman
Greater Houston Port Bureau

Mike Manering

Sepulveda, Carl

From: mike manering <mjmane@comcast.net>
Sent: Thursday, November 09, 2017 8:15 AM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Comments on Houston Ship Channel Expansion Channel Improvement Project

Nov 9, 2017

US Army Corp of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section,
Regional Planning & Environmental Center
PO Box 1229
Galveston, TX 77553-1229

Dear Dr. Burks-Copes:

Please reply to this email that it is acceptable to you as my formal submit of comments on this Project.

1. Parts of the Project including but not limited to the dredge plan details and the shoaling attenuation details are listed as TBD and have not had a public review and comment opportunity. A follow-up public review and comment period is needed for these TBD details and any other Project details that change from what was presented for the initial review/comment period.
2. Dredge Material Placement is a critical aspect of the Project to residential, recreational, environmental and wildlife concerns and must be detailed, published and made available for public comment in order for an adequate evaluation of the Project by the government and private sectors to be done.
3. The Bayport Channel Shoaling Attenuation Structure is a critical aspect of the Project to residential, recreational, environmental and wildlife concerns and must be detailed, published and made available for public comment in order for an adequate evaluation of the Project by the government and private sectors to be done.
4. Noise from all Project construction work for Bayport Channel widening, deepening, expansion and improvement must be fully mitigated due to the proximity (as close as 50 feet to about 2 miles) of all the Bayport Channel Project work sites to densely populated residential neighborhoods in La Porte, Shoreacres, Pasadena & Seabrook. This includes all work out in the open Bay reach of the Bayport Channel as well as at the mouth of the Bayport channel and inside the entire length of the Bayport Channel land cut. In addition to keeping daytime Project work noise to a minimum, night time and specifically sleep time quiet hours must be put in place, monitored and enforced. Specific sources for Project noise mitigation should include but not be limited to the noise from dredges, crew boats, work boats, tows/tugs, work barges, diesel engines, gas engines, generators, heavy equipment on vessels and on land, etc.

Thank you for your consideration of my comments.

Sincerely,

Mike Manering
208 Bay Colony Dr
La Porte, TX 77571
mjmane@comcast.net

Thomas Denney

Sepulveda, Carl

From: Denney, Thomas <THOMAS.DENNEY@energytransfer.com>
Sent: Wednesday, November 08, 2017 9:46 AM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Houston Ship Channel Expansion -- Pipelines Involved

Good morning,

We just concluded a meeting of the Texas Energy Coalition whose members are various pipeline companies in Texas. They mentioned that “the 11” pipeline companies affected by this project are listed in the COE plans. I’ve been reviewing that Plan (a massive document), and still cannot find the list.

I work with Sunoco pipelines within the Energy Transfer organization. I would very much appreciate if you could send me the list of 11, or steer me to the location of the list within the Plan.

Thank you!

Thomas Denney



Thomas Denney

Sr. Specialist, Land & Right of Way
Energy Transfer Partners
1 Fluor Daniel Dr., A-3, Sugar Land, Texas 77478

O:281-637-6414

C: 281-299-7969

Private and confidential as detailed [here](#). If you cannot access hyperlink, please e-mail sender.

Randy Stiefel

Sepulveda, Carl

From: Randy Stiefel <rstiefel@poha.com>
Sent: Thursday, November 09, 2017 7:38 AM
To: CESWG-HSC-ECIP
Cc: Ruchhoeft, Richard; Sarabpreet (Chaney) Singh
Subject: [EXTERNAL] Channel Improvement Project

In segments 5 and 6, it should be included in the study to allow the larger beam Ro Ro vessels (NEOPanamax 35.8m beam) passage to the City Docks.

Randy Stiefel
Director of General Cargo Facilities



E: rstiefel@poha.com • PortHouston.com
O: 713.670.2435 • **F:** 713.670.2697 •
111 East Loop North • Houston, Texas 77029



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Jack Yoes



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

Jack YoES

Mailing Address/Dirección de Envío

16506 Locke Haven

City, State, Zip Code/Ciudad, Estado, Código Postal

Houston TX 77059

Email Address/Correo Electrónico

Jack.YoES@sbcglobal.net

Affiliation/Afiliación

Houston Yacht Club

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

- Newspaper Notice/Aviso de Periódico
- Notice in Mail/Aviso por Correo
- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one) / ¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico

Other (please explain)/Otro (por favor de explicar) _____

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

The Houston Yacht Club knows that continued development is needed to stay competitive and feed the Houston economy. It must be done while maintaining the recreational uses of the bay

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.

Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

P.1

General Comments

As projects are built off of Red Bluff or along the Bayport channel, the ability of recreational boaters to transit the area freely is restricted. It is in no one's interest to force more recreational traffic into the HSC. Many craft less than 30 ft length pass between Red Bluff Point and HSC each day. Many of these craft do not have engines and need to tack their way up/down the bay. These are Houston Yacht Club members, visitors to HYC and other folks who use Upper Galveston Bay for recreational outings. The combination of the shoaling attenuation structure and the turning basin may already be so restrictive to sailing craft that they will be forced into the HSC or, even worse, discontinue using North Galveston Bay for recreational purposes.

The dredging of the last few years and the increased ship traffic in the Bayport channel has increased the silting in the Houston Yacht Club harbor. The planned projects should help provide some relief for HYC from the costs of keeping our harbor open.

Shoaling Attenuation Structure

A structure along the flare on the north side could be useful for recreational boaters. The structure would need to be above the normal water level and well marked. If this is done it would help reduce dredging and form a much needed anchorage for boaters in North Galveston Bay. Long extensions along the west side of the HSC or north side of the Bayport channel could become serious impediments to recreational traffic and are opposed by the Houston Yacht Club. A structure along the south side of the flare would have little/no positive impact for recreational boaters. The negative impact is mentioned above.

Turning Basin at Bayport

If this is an expansion of the existing basin at the cruise terminal, there is no direct impact on recreational boaters. There are some general concerns that were mentioned above. However, if this basin were placed on the north side of Bayport it would have a direct and negative impact on the Houston Yacht Club and its members. Any POH expansion that reduces the area available in North Galveston Bay will be strongly opposed. This includes a turning basin north of Bayport as well as any dredge placement west of the HSC and north of Bayport channel or dredge pipe routing that is not along the edge of existing channels.


Commodore
Houston Yacht Club

P. 2

Lance Nunez

November 10, 2017

Dr. Kelly Burks-Copes, Coastal Section
U.S. Army Corps of Engineers, Galveston District
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Via email: HSC-ECIP@usace.army.mil

Dear Dr. Burks-Copes,

This letter is in response to the request for port stakeholder comments on the Houston Ship Channel Expansion Channel Tentatively Selected Plan (TSP). We appreciate that the USACOE is asking for/considering feedback from port stakeholders.

As background, The Dow Chemical Company is a major manufacturer with three major manufacturing sites in the Houston region. Dow is a top tier exporter storing and shipping materials from various third party managed facilities on the Houston Ship Channel to destinations world-wide via bulk chemical tankers, and container vessels. Domestically, Dow is one of the biggest shippers of chemicals by inland barge in the United States.

Dow relies heavily on the safety and sustainability of the Houston Ship Channel. As such, we have been a vested and active stakeholder participating in dredging, security, and port efficiency discussions for many years. Dow sees the Tentatively Selected Plan (TSP) as a major positive step for the safety and sustainability of this vital waterway. While we support the overall direction, there are a few areas where we would like to make further comment:

- **Mid-harbor mooring** – Dow appreciates the inclusion of these structures in the TSP. For the chemical tanker segment, the lack of mid-harbor berthing has been a source of concern and inefficiency for many years.

With increasing terminal restrictions, it is becoming more and more difficult for vessels to arrange for the supplies and inspections they need to trade efficiently. While the mid-harbor moorings are beneficial as designed, the addition of land bridge access would make the mooring stations a safe and easy place to do crew changes, receive stores, perform tank inspections, get inspected by USCG (COC or PSC), etc. Further, as one of the berths seems to be designed specifically with “place of refuge” in mind, having some sort of land access would reduce response time, cost, and complexity of providing support to a vessel in distress.

The report does not seem to mention plans for management of the mid-harbor mooring structures, so we will suggest that these mooring structures be administered/scheduled (first come first serve) by some entity (Port of Houston Authority is preferred). There are a few reasons:

- Vessels are required to generate passage plans, order pilots, etc. prior to embarking. In effect, they need to know where they are going before they leave their present location. Without a scheduling entity of some sort, vessels may head to the mid-harbor mooring location only to find the berths are occupied. This kind of situation could cause additional traffic congestion and confusion.
- Vessel companies could potentially develop monopolistic strategies. Once a vessel owner gets a vessel in at a mid-harbor mooring station, they could elect to hold that vessel in place until another of their vessels is available to move in and take the moored vessel's place. In effect, they could continue this sort of behavior and block out other carriers.
- In the event that the third mooring station is needed for a safe refuge situation, the scheduling entity would need the authority to bump a vessel(s) that might be occupying the mooring area to make room for the ship in distress.

A reasonable vessel owner fee should be expected for use of the mid-harbor anchorages. The proceeds of such a fee could then go towards maintenance, operations, and improvements. A "reasonable fee" would not significantly exceed the average costs involved with moving the vessel all the way out to anchor.

Construction sizes of vessels are increasing. While the current average size is 600'x106', we request the target vessel for any mid-harbor mooring facilities be at least 750'x106' to accommodate the newer/future vessels being built.

Better use of existing lay berths – Deepening segments 5 and 6 is appreciated. Many chemical tanker vessels draw more than 37 feet and are thereby restricted in the upper reaches of the channel. Similar to the previous comments, we would appreciate consideration of designing sections 5 and 6 with newer/future construction sizes in mind (750'x106'). Deeping these sections will result in fewer delays and trips to anchor in addition to providing additional flexibility in the winter months when northerly winter events reduce drafts.

- **Easing/ eliminating daylight restrictions** – While chemical tankers are not directly daylight restricted due to their size, they are indirectly impacted when pilots, tug, and mooring resources see daylight restriction related surges in activity. (Per Lone Star Harbor Safety numbers 670 tank vessels and 550 LPG vessels are daylight restricted per year).

Daylight restrictions are costly to industry and design should accommodate 24/7 operation as much as possible. During weather events such as fog season (typically late November through early April) there can be limited opportunities to move vessels exacerbating the draw on pilot, tug, and mooring resources.

- **Dredge Placement Areas** – Given the shortage of places to put dredge material, new areas should be selected that benefit the USACE and facilities. The highest concentration of facilities is located between Lynchburg and the Buffalo Bayou turning basin. Moving

dredge material out to sea from this area is cost prohibitive and without a good solution, growth could be impacted.

- **Traffic separation / two way traffic –**
 - Considering the amount of traffic and strategic location of the Texas City Y, we would appreciate consideration of eliminating the shoal at B-26 to allow two-way traffic in the Bolivar Roads Alternate Inbound Route (BRAIR). Better traffic separation in this area was a core NTSB recommendation issued after the Texas City Y spill.
 - As vessels get larger, their impact to barge navigation can also increase. Suggest the project consider 15' MLLW and an additional 25' of width to provide barge operators more room to maneuver / counter the increasing hydrodynamic forces of bigger vessels.
 - Maneuvering space in the Lynchburg and lower San Jacinto River is limited/tight for the amount of navigation activity. In this area, deep draft vessel traffic, combines with heavy barge traffic (given nearby fleeting areas), and regular passenger ferry traffic. Consideration of dedicated barge lanes and/or widening of the San Jacinto River should be considered.
 - The new design should ensure channel dimensions accommodate two-way 24/7 operation of the new 1100' LOA vessels that are predicted to call Houston container terminals.

- **Increased support for lightering operations –** To minimize the number of berth calls for chemical tankers, it can sometimes be easier to load a barge and have the barge meet the vessel while the vessel is conducting other business. Given the high terminal utilizations and increasing berth restrictions, this sort of operation is getting more and more difficult to arrange alongside. We would appreciate consideration of creating (dredged) anchor/mooring stations on the side of the channel between Bolivar Roads and Barbour's Cut, so that ships can lighter there to/ from barges and/or ensuring that the design of the mid-harbor mooring allows for this sort of transfer.

- **Technology –** Given the time frame of this study and the increasing role that we are seeing technology play in every facet of our lives, it seems notable that there is little to no inclusion/integration of technology to maximize the impact and effectiveness of the design.

For example, every year, vessels experience an average of 368 hours of partial and full navigational closures on the Houston Ship Channel (per StormGeo). These delays cost industry many millions of dollars every year and hurt Houston competitiveness.

While there may not be much that can be done about the fog itself, technology may be able to help vessels maintain top notch situational awareness even in low/no visibility situations. For example, more advanced radar/traffic control systems, smart buoys loaded with “internet of things” sensors, better scheduling/communications systems, etc. have the potential to increase the effectiveness of traffic separation, better enable 24/7

operation, warn of shoaling/prevent shoaling, provide for better terminal/vessel schedule visibility, etc.

Furthermore, there is significant legitimate research being done (and significant progress is being made) in the area of next generation maritime technologies. A few of these are:

- A partnership in Europe (Yara International/Kongsberg Maritime) claims they are on track to deliver an autonomous container vessel as soon as the year 2020.
- Rolls-Royce and Google recently formed a partnership to create smarter autonomous vessels based on artificial intelligence and cloud machine learning.
- Sea Traffic Management is an ongoing project in Europe that is striving to connect and update the maritime world in real time with efficient information exchanges between vessels, port authorities, terminals, and other service providers.

While technology is advancing rapidly, it does not live in a vacuum. Often, there are infrastructure components that are needed to lay a foundation and enable new technology. In a similar way that smart cars are smarter on smart roads, smarter vessels will need smarter infrastructure. If there are viable design considerations that help lay a foundation for “future” vessel traffic, now is an opportune time to seriously research and consider those sorts of design options.

Thank you again for the opportunity to comment and work collaboratively on this important study. We look forward to the continued dialog and the final recommendations.

Kindest Regards,
Lance Nunez
NA Marine Operations Leader
The Dow Chemical Company
1254 Enclave Parkway
Houston, TX 77077-1607
Office: 281-966-2099
Fax: (281) 966-4660
Mobile: 979-848-7417

Michael Long



November , 2017

USACE Galveston District
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553
HSC-ECIP@usace.army.mil

Dear Sir or Madam,

Contanda has reviewed the Houston Ship Channel Expansion Channel Improvement Project Draft Integrated Feasibility Report - Environmental Impact Statement (HSC ECIP DIFR-EIS) and would like to provide the following comments.

- a. Contanda has a major new development planned for Segment 4 of the proposed widening project. Although the widening and deepening will benefit some, our project conflicts with the currently proposed widening plans. As a result, Contanda requests a coordination meeting with stakeholders to review the proposed widening path. In an effort to work through any potential conflicts.
- b. Contanda desires Suezmax vessels be considered for Segment 4 as we currently have plans and designs for projects involving suezmax vessels.
- c. The Turning Basin at 775+00 currently proposed in Segment 4 will have a significant impact on our proposed development, preventing the construction of multiple dock facilities and in its current format is in major conflict with our developments and plans. Contanda requests a coordination meeting with USACE to review the proposed turning basin to try and work through these potential conflicts.
- d. Contanda understands that dredge placement areas will be a large part of the study and is an ongoing concern for many private industry users of the Port. It would be beneficial if the study made an allowance for private maintenance dredging needs in the consideration of new placement areas.
- e. Deepening of the channel in segment 5 and 6 will require an engineering review of existing dock facilities used by Contanda to determine if additional modifications must be made to ensure safe operations under load conditions and deeper draft. Significant modifications may be required.
- f. With the assumption of maintenance already approved for Jacintoport Channel federalization, Contanda would like to further understand this issue and the resulting burdens on current landowners. As such, Contanda request a meeting to discuss the subject matter.

We look forward to the opportunity to provide more direct input as a stakeholder in segment 4 and seeing the results of the more detailed report. Please do not hesitate to reach out with clarifications or follow questions to the items noted above.

Contanda LLC | G.R. Jerry Cardillo | President and CEO | JCardillo@Contanda.com

1111 Bagby Street | Suite 1800 | Houston, TX 77002 | O (832) 699-4046 | C (713) 705-8553

Key Contanda Contact:

Michael Long
1111 Bagby Street Suite 1800
Houston, TX 77002
832-699-5311
mlong@contanda.com

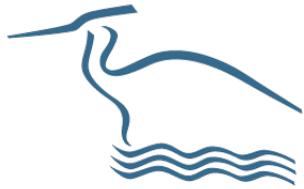
Regards,

Contanda LLC



G.R. Jerry Cardillo
President and CEO
Contanda LLC

Scott A. Jones



GALVESTON BAY FOUNDATION

November 13, 2017

U.S. Army Corps of Engineers
Attn: Dr. Kelly Burks-Copes
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, Texas 77553-1229

RE: Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) Draft Integrated Feasibility Report – Environmental Impact Statement (DIFR-EIS)

Dear Dr. Burks-Copes:

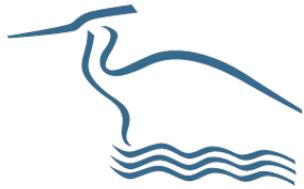
The Galveston Bay Foundation (GBF) provides the following comments on the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) Draft Integrated Feasibility Report – Environmental Impact Statement (DIFR-EIS). We appreciate the availability of the online documents, which we found to be very comprehensive. GBF, does however, also include a question in item #3 below for which we are seeking clarification.

GBF comments on the HSC ECIP:

1. Use and Placement of Dredged Material: We understand the temporal and spatial traditionally held constraints for beneficial use of the project's new work and maintenance dredged material. However, given the extensive loss of wetland habitat in Galveston Bay Estuary, GBF requests that USACE expend every effort to make beneficial use (BU) the reality for this project rather than disposing of these materials in existing or new placement areas (PAs) or in the open waters of the Gulf of Mexico.

Specifically, we request that the dollar value of wetlands' per-acre ecosystem services as related to recreational fishing, commercial fishing and bird watching¹ be included in the project benefit-cost analyses. Areas along the shoreline of the Galveston Bay Estuary that used to contain wetlands prior to their loss due to subsidence, erosion and/or filling are prime sites for beneficial use of the material. While these sites are usually further distances from the origin site than PAs, we believe the value they provide to recreational fishing, commercial fishing and ecotourism and the myriad businesses and jobs generated will justify the additional cost of placing the material at such BU sites. GBF believes that the same effort should apply to the beneficial use of maintenance dredging materials.

¹ Woodward and Wui, 2001.



GALVESTON BAY FOUNDATION

GBF does not believe that Ocean Dredged Material Disposal Site No. 1 (ODMDS No. 1) should be utilized for placement of dredged materials when there appears to be time and opportunity to develop beneficial use sites under the scope of this large dredging project. The use of ODMDS No. 1 should only be as a last resort, after all other options have been exhausted. Given that maintenance dredging cycles will be repeated indefinitely into the future, we cannot be assured that the impacts to water quality and by extension to nektonic, planktonic and benthonic living species occurring in ODMDS No. 1 or to the recreational use of same will not be significant.

2. Engineering Modeling Parameters: As is written on page 6-19, we agree that a thorough set of salinity/current measurements in the Bay would be a very helpful addition to modeling Galveston Bay. However, given the current precarious state in which we find the Galveston Bay oysters, GBF believes that the U.S. Army Corps of Engineers should spare no effort and expense better assessing project impacts on oysters and better assuring their mitigation by also including sediment transport and shoaling (bathymetric) measurements in the modeling.
3. Patrick Bayou Superfund Site: On page 7-5, the Corps indicates that “Further evaluation is needed in order to assess the risk to the proposed project posed by the Patrick Bayou site.” Can you clarify the steps that you would take to eliminate the risk of releasing the contaminants of concern from this site?
4. Seafood Consumption Advisories: On page 7-4, it is written that the “The entire HSC and upper Galveston Bay is within a consumption advisory area for blue crabs, and the entire Galveston Bay is within a consumption advisory area for all catfish species as well as spotted seatrout.” However, the advisory on the area of Galveston Bay south of a line from Red Bluff Point to Five Mile Cut Marker to Houston Point is only on catfish species. Points north of that line to the Fred Hartman Bridge also include spotted seatrout and blue crab in addition to catfish species. Waters from the Fred Hartman Bridge have advisories on all species of fish and blue crab.

Thank you for the opportunity to comment. Please contact me at (281) 332-3381 x209 or sjones@galvbay.org if you have any questions.

Sincerely,

Scott A. Jones
Director of Advocacy
The Galveston Bay Foundation

Catherine M. Chinni (2 Comments)

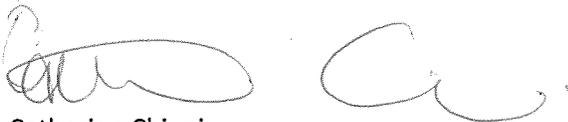
Dr. Kelly Burks-Copes
Coastal Section
Regional Planning & Environmental Center
PO Box 1229 Galveston TX 77553-1229

November 7, 2017

Dear Dr. Kelly Burks-Copes:

I request a CD copies of report for the HSC Expansion Channel Improvement Project - IMPROVEMENT PROJECT DRAFT INTEGRATED FEASIBILITY REPORT - ENVIRONMENTAL IMPACT STATEMENT (HSC ECIP DIFR-EIS) be mailed to me at the address listed below and to ensure I am on the stakeholders email recipient list: catherinemchinni@gmail.com

Thank you,

A handwritten signature in black ink, appearing to read 'Catherine Chinni', written in a cursive style.

Catherine Chinni
Environmental Specialist
13105 NW Freeway, Ste. 825
Houston, TX 77040

Sepulveda, Carl

From: Chinni, Catherine M. <CMChinni@wilsonco.com>
Sent: Monday, November 13, 2017 3:06 PM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Public Comment RE: HSC Draft Integrated Feasibility Report - EIS

Thank you for the opportunity to make comments regarding the HSC Draft Integrated Feasibility Report – EIS. Am in support of the expansion of the HSC project and its potential to increase commerce and benefit the economy. Upon reviewing the draft report, I did not find detailed information regarding where the pipelines potentially affected by the HSC expansion are located along the TSP/alternative 8/comprehensive plan. Would you please provide additional information regarding the location of the pipelines potentially affected by the comprehensive plan?

My contact information is listed below.

Thank you for all your efforts,

Catherine M. Chinni
Environmental Permitting Specialist

Wilson & Company, Inc., Engineers & Architects
13105 Northwest Freeway, Suite 825 | Houston, TX 77040
713-934-7070 Office | 713-343-4440 Direct | 713-934-7330 Fax
[Blockedwww.wilsonco.com](#) | Catherine.Chinni@wilsonco.com

*I contribute to the success of my company and the organizations we serve by building and sustaining positive relationships.
discipline | intensity | collaboration | shared ownership | solutions*

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Adrian Shelley



309 East 11th St., Suite 2 • Austin, Texas 78701 • 512.477.1155 • www.citizen.org

November 13, 2017

USACE Galveston District
Attn: Dr. Kelly Burks-Copes
Coastal Section
Regional Planning and Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Dear Dr. Burks-Copes:

Public Citizen appreciates the opportunity to submit comments on the proposed Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas. We submit these comments on behalf of Public Citizen and the communities in the Greater Houston area that we serve.

The present comments are limited to our impressions on certain topics: storm surge, air quality and NAA Conformity, environmental justice, widening near Patrick Bayou, and dredge material placement.

Storm Surge

In Section 6.2.2, the storm surge model using ADCIRC is described. We appreciate the intentionality of the storms chosen for the modeling as they very well represent the range of conditions seen along the Gulf and encompass an appropriate range of intensities that could generate significant storm surge. Our concern with the model is that it was not specified whether storm surge modeling included expected sea level rise, which will impact storm surge extent.

Air Quality and NAA Conformity

Given that the Greater Houston area is in nonattainment for ozone, the Army Corps of Engineers must take into account the impact that this project will have on the state's plans to meet air quality standards. It is important to keep in mind that these rules are in place to protect human health. Ozone, which is produced by a photochemical reaction of NO_x and volatile organic compounds, affects human health by increasing rates of respiratory ailments like asthma. Children and the elderly are the most vulnerable, and because air pollution travels, its impact is not isolated to the area closest to the ship channel. Ozone can and does impact people across the Greater Houston Region.

In Section 6.8, it is written that anticipated emissions would be above *de minimis*. We are looking forward to reviewing the Draft General Conformity Determination. We hope that you will provide a similar opportunity for public comment on that document and, if applicable, hold public meetings as well. We also suggest that the Army Corps of Engineers use low- or zero-emissions technologies whenever possible during this project to help reduce emissions of ozone-forming compounds like NO_x. We recommend that the Corps give priority to technologies that reduce ozone either through direct purchase



309 East 11th St., Suite 2 • Austin, Texas 78701 • 512.477.1155 • www.citizen.org

of such equipment as needed for the project, or through the prioritization of contractors that use zero emission technology, such as electric earth moving equipment, in their work. In that way, the Army Corps can reduce NOx emissions during the completion of the expansion project.

Environmental Justice

The Environmental Impact Statement states that the 22-tract average of the census tracts containing the TSP was 73.3% minority with an average median income of \$48,639, and the land closest to the TSP has an average of 26.7% minority with an average median household income of \$62,005. We are concerned with the lack of clarity about which census tracts were selected. There are more than 22 census tracts that line Galveston Bay and the Houston Ship Channel from Pelican Island to the 610 area. While the bulk of the work will be in Galveston Bay proper, and dredging there will have little impact on the communities nearby, the widening of the Houston Ship Channel may have more of an impact on the nearby communities. These communities tend to be low-income communities of color, and because some of the communities are Hispanic, every attempt should be made to produce outreach and educational materials in English and Spanish as many residents do not speak English well or at all. The Army Corps of Engineers should do more work to determine the environmental justice impact on those portions of the TSP.

Patrick Bayou

Widening near the Patrick Bayou has the potential to disturb an existing Environmental Protection Agency National Priorities List (EPA NPL) site that is contaminated with PAHs, PCBs, and metals. While the area around the proposed widening is largely industrial, that disruption has the potential to have severe ecosystem impacts and downstream effects, and could impact Galveston Bay. We appreciate that the Army Corps of Engineers states that “the NFS must ensure that the land is clean and free of contaminants.”

Before supporting this portion of the HSCIP, we argue that more information is needed to ensure accountability. Questions that we would like answered before the project moves forward are:

- What are the specific contaminants of concern for the site?
- How will the Army Corps of Engineers confirm that the land is indeed free of contaminants?
- How certain is Army Corps of Engineers that widening plans will not impact source areas?
- Has there been historical sampling, and if so, what are the results and are they publicly available?
- What studies, if any, have been done in regards to this site? Have there been any relevant studies concerning Patrick Bayou based on its status as an NPL site? Does the Army Corps or others have a sense of what will happen when these contaminants are released?
- Will there be sampling performed while the potentially contaminated material is being moved? Will sampling be done after the material is moved at both the original site and the dredge material placement are to ensure that no further contamination occurs? Will that information be made available to the public?



309 East 11th St., Suite 2 • Austin, Texas 78701 • 512.477.1155 • www.citizen.org

According to the EPA website¹, the Patrick Bayou site was finalized onto the NPL in 2002. Yet also according to the EPA site, the Remedial Investigation and Feasibility Study has not yet been released. This site is not likely to be remediated in advance of the Houston Ship Channel Expansion Project, complicating this project if it were to move forward.

Dredging and Dredge Material Placement Areas

Some of the questions we would like addressed include:

- How will the Corps ensure that contamination in the sediment of the Houston Ship Channel is not disturbed during dredging?
- What water or sediment sampling will be performed on dredged material? What contaminants will be tested for?
- Where will dredge material be deposited? Will DMPA's include water proof liners?
- How will the Corps ensure that dredge material does not migrate? How will the Corps ensure that contamination does not leach out of dredge material?

We appreciate the opportunity to provide these comments. If you have any further questions, you can reach out to Stephanie Thomas at (832) 840-6464.

Thank you,

Stephanie G. Thomas, Ph.D.
Community Organizer
Public Citizen

Adrian Shelley
Director, Texas Office
Public Citizen

¹ <https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.Cleanup&id=0605329#bkground>. Accessed November 10, 2017.

Capt. Steve Byrnes

Shell comments to HSC Expansion Channel Improvement Project Study listed in order of highest to lowest priority.

1. Daylight restrictions:

- a. Certain tank vessel transits are currently daylight restricted due to max beam requirements, combined max beam requirements or draft requirements. When combined with seasonal fog closures on the HSC, daylight restrictions can cause production slowdowns and supply chain disruptions.
 - i. The study addresses moving the daylight restriction starting point from the Galveston entrance to Morgan's Point. Measure CW1 SJM BB addresses widening of the channel from 400' to 530' from San Jacinto Monument to Boggy Bayou however it is unclear if this single engineering measure was intended to mitigate the loaded Aframax daylight only restriction to Boggy Bayou. We request any channel improvements allow unrestricted transits of Aframax vessels from the Galveston Entrance to Boggy Bayou.

2. One-way traffic

- a. We support channel widening in the lower bay to allow unrestricted two-way traffic (i.e. all beam restrictions removed) from Galveston Entrance to Boggy Bayou for all existing vessels as well as future vessel sizes. Container ships with an LOA >1100' are predicted to transit the Houston Ship Channel in the near future with a potential to cause delaying of other vessel transits.

3. Movements of chemical tankers:

- a. The high volume of chemical tanker traffic on the Houston Ship Channel creates scheduling conflicts due to multiple berth calls and thus requires the vessel to transit to Bolivar anchorage or the Galveston Fairway to await terminal availability. These lengthy transits increase risk to navigational safety, increase operational costs for ship operators and charterers, and can cause terminal scheduling delays. We support the proposed multipurpose mooring near San Jacinto to function as layberths for chemical ships and request consideration of the following:
 - i. The proposed San Jacinto multipurpose mooring should consider accommodating all vessel sizes from small chemical ships to Suezmax.
 - ii. The proposed multipurpose mooring should be designed to allow cargo care operations, USCG COC inspections, storing, bunkering from barges, crew changes, and product lightering to and from barges.
 - iii. Inclusion of a mid bay mooring that handles all vessel sizes up to Suezmax to further reduce congestion from multiple vessel transits in addition to the San Jacinto Multipurpose mooring.

4. Channel Deepening

- a. We support deepening of the HSC from Boggy Bayou to Sims bayou from 41.5' to 46.5' and from Sims Bayou to the Main HSC turning basin from 37.5' to 41.5'.

- b. Consideration should be given to deepening the barge traffic lanes in the lower Bay to allow enough under keel clearance to reduce the potential hazardous interactions that may result from larger ships passing in close proximity.

5. Design vessel comments:

- a. Request that the design vessel for bulk liquid terminals in Segments 5 be increased to 750' x 106' and adding a design tank vessel to Segment 6 of 750' x 106' to take advantage of ability to load/discharge larger quantities of bulk liquid products.

6. Dredge Material Placement areas

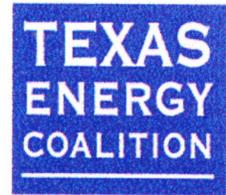
- a. Placement of new DMPA should be in areas that would benefit the highest number of facilities for maintenance and new construction material. The highest concentration of facilities are located between Lynchburg and the Buffalo Bayou turning basin.
- b. The new DMPA should be designed to handle the amount of material from the project as well as anticipated facility maintenance material and anticipated new construction projects.

7. Other concerns:

- i. It is unclear how the improved/widened channel would affect existing and planned dock construction project with respect to set back requirements.
- ii. A large volume of liquid bulk transfers are conducted by lightering from Ship to barge and from barge to ship at various locations along the upper HSC. It is unclear from this study how the widened sections of the channel will affect the ability for vessels to continue these operations.

Captain Steve Byrnes
Marine Technical Advisor
Shell Trading (US) Company
1000 Main St, Suite 16114D
Houston, Texas 77002
Tel +1 713 230 4943

Lisa F. Regan



6207 Inwood Drive
Houston, TX 77057

November 13, 2017

Dr. Kelly Burks-Copes
Coastal Section, Regional Planning & Environmental Center
U.S. Army Corps of Engineers, Galveston District
P.O. Box 1229
Galveston, Texas 77553-1229

RE: Houston Ship Channel Expansion Improvement Project – Public Comments

Dear Dr. Burks-Copes:

The Texas Energy Coalition (“Coalition”) was formed in 1995 and consists of pipeline transmission companies having common interests in a variety of issues, including port expansion projects. The Coalition’s membership includes Buckeye Partners, L.P., Enterprise Products Company, Explorer Pipeline Company, ExxonMobil Pipeline Company, Energy Transfer Company, Flint Hills Resources, LyondellBasell, Shell Pipeline Company, LP and Valero Energy Corporation.

In response to a request for public comment, the Coalition offers the following observations regarding the Environmental Impact Statement (EIS) and Feasibility Study for the proposed Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP).

The Coalition generally supports projects to improve port operations, including efforts to deepen and widen key channels to accommodate larger and more efficient vessels including the new Panama ships. Modernizing critical infrastructure, including the Port of Houston, is of vital importance to keep Texas competitive in the global economy. The pipeline industry also plays a significant role in the Texas economy and needs a consistent regulatory environment to plan for future projects and make capital investments in our State.

In order for the HSC ECIP to proceed, the relocation of a number of pipelines apparently will be necessary. Under long-established law, including but not limited to the Water Resources Development Act of 1986 (“WRDA-86”), Congress established cost-sharing principles that must be applied, including in the specific context of deep-draft projects such as the HSC ECIP. One of these cost-sharing principles requires the local sponsor of the project to pay 50% of the costs of relocating utilities, including pipelines. The U. S. Army Corps of Engineers recognized Congress’ applicability of that cost-sharing principle to utility and pipeline relocations decades ago. As recently as September 27, 2017, the Corps re-affirmed the applicability of the requirement in deep-draft projects (such as this) for the local (non-Federal) sponsor to bear at least 50% of the costs of utility relocations.

It is important any proposal or project to expand, deepen or improve ship channels, including in particular the HSC ECIP, adhere to these cost sharing principles. That includes the necessity of adequate advance provision for the local sponsor's payment of at least 50% of the costs of relocating whatever pipelines and associated facilities may require relocation due to this deep-draft harbor project.

Given the potential for interruption of delivery schedules, economic disruptions, and construction cost overruns that may occur as the result of poor or hurried relocation planning, the Coalition requests that the Federal and local (non-Federal) sponsors of the HSC ECIP (a) schedule a detailed planning meeting with representatives of pipeline and utility operators at the earliest possible opportunity and (b) establish a schedule of regular communications to affected operators regarding relocation dates, along with opportunities for face-to-face interaction. In this fashion the Coalition's members and others can plan more effectively, minimize inconvenience and disruption for the public and the national economy, and also take steps to ensure that all potentially affected facilities have been accurately identified and either included or excluded from relocation planning.

Thank you for the opportunity to comment on the U.S. Army Corps of Engineers-Galveston District's Houston Ship Channel Expansion Improvement Project. As more research is conducted, we request that we have another opportunity to provide feedback on comments of any revised plans.

Sincerely,



Lisa F. Regan
Executive Director
Texas Energy Coalition

Adrian Vuyk



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

ADRIAN VUYK

Mailing Address/Dirección de Envío

5001 WOODWIND DR. B 503

City, State, Zip Code/Ciudad, Estado, Código Postal

HOUSTON TX 77056

Email Address/Correo Electrónico

AVUYK@HSCMAIL.COM

Affiliation/Afiliación

BOATER

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

- Newspaper Notice/Aviso de Periódico
- Notice in Mail/Aviso por Correo
- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one) / ¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (please explain)/Otro (por favor de explicar)

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

I'm a frequent user of the Red Fish island anchorage with my little 30 ft. trawler and would like to see more suitable small boat anchorages in the Galveston Bay

Even Red Fish Island is very restricted to ENE – E- SE wind and only small draft boats. Anything over 4 Ft have to stay in the current and wave action going by the island.

The HYC anchorage is basically only usable in S-SW-W again small boats with a draft of less than 4 ft.

In general, we go back to the marina when there is a small boat advisory in effect. There are no safe anchorage with wind and wave protection in Galveston Bay what is a pity.

With the economic impact of the small boaters on the community as a whole, I wonder why we can't have 2 or 3 say Crescent shaped island for save anchorage.

Even adding some pier type extensions to the present disposal island could create a more usable and anchoring friendly Galveston bay.

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.

Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

James Prazak



November 13, 2017

Dr. Kelly Burks-Copes, Coastal Section
U.S. Army Corps of Engineers, Galveston District
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Via email: HSC-ECIP@usace.army.mil

Dear Dr. Burks-Copes,

This is in response to your request for port stakeholder comments on the draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) that was prepared by the U.S. Army Corps of Engineers in partnership with the Port of Houston Authority. Thank you for your willingness to meet with port stakeholders during the drafting of this important document and your enthusiasm in soliciting waterway user input during the early planning stages of this project.

As background, the Lone Star Harbor Safety Committee is composed of representatives of the port community and provides a public forum for the review of Marine Transportation System (MTS) issues with particular emphasis on navigation safety-related matters. Voting Committee membership includes representatives from:

Barge/Tow Boat Operators	Maritime Education Representative
Barge/Tow Boat Organizations	Non-Liquid/Dry Cargo Vessel Operators
Brazos Pilot's Association	Non-Liquid Terminal Operators
Bulk Liquid Storage	Passenger Vessels
Chemical Tank Vessel Owner/ Operators	Port Freeport
Chemical Terminals	Port of Galveston
Commercial Fishing Vessels	Port of Houston
Container Ships	Port of Texas City
Galveston – Texas City Pilots	Recreational Boaters
Harbor Tug Company	Refineries
Houston Pilots	Shipping Agents
Line Handlers	Shipyard/Vessel Repair Facilities
Marine Exchange	Stevedore/Labor
Marine Salvage/Dredging Operators	Tank Vessel Owner/Operators

As a vehicle facilitating communications between and amongst public and private sector entities, the Committee draws upon regional expertise and insight to address such issues as vessel traffic management, anchorage management, communications, security, significant/heavy weather preparations, maritime traffic disruption/restoration, process improvements, and any other related topics dealing with the MTS. As recognized by the U. S. Coast Guard and the Department of Homeland Security, Harbor Safety Committees have been identified as a key facilitator and invaluable advocate of safe, efficient and environmentally sound operations.

The Houston Ship Channel is vitally important to the industry stakeholders operating in the region, but even more so, to the economic viability and energy independence of the United States. The sheer number of vessel movements, along with the massive quantity of cargo that moves along the waterway, make this waterway a strategic resource for our entire country. At the same time, the waterway has its limitations that reduce efficiency, increase costs and risks, and lead to delays in the movement of vessels. The enhancements to the waterway can aid at reducing the inefficiencies we currently face, thus preparing the Houston Ship Channel to serve the country and our industry for years to come.

On October 26, 2017, the LS HSC subcommittees considered the draft feasibility report, limiting their review to the following objectives:

1. Identify the highest priority efficiency and safety deficiencies for the Houston Ship Channel; based on current and projected vessel traffic.
2. Review the design vessels selected for each segment in the Feasibility Report and provide any comments regarding expected ship dimension trends.
3. Review the Tentatively Selected Plan (Alternative 8 measures) by considering the design vessels while simultaneously ensuring all of the aforementioned deficiencies are addressed.
4. Identification of any other general comments or recommendations.

As a committee that is tasked with representing the entire maritime industry, it is difficult for the committee to prioritize any particular recommendation or issue, as what might be important to a Bluewater Operator might be low priority for a Brownwater Operator or vice versa. Instead, our goal was to highlight those issues that could be addressed through the study and follow-on activities.

By way of example, we would like to highlight some of the items identified by the committee and how solving those issues could benefit the overall port community:

- a. Certain vessels are subject to daylight restrictions due to limitations in the current channel. Vessels that are delayed lead to increased costs for the Vessel Owner, the Charterer and the Terminal. Ultimately, delays reduce the ability of the asset operator to optimize the utilization of their assets. Improving the channel to allow these vessels to transit at night would reduce those costs and inefficiencies.

November 13, 2017

- b. Light loading of vessels due to draft limitations within the channel leads to increased costs and reduced utilization of the terminals and vessels. It also causes additional vessel calls and increased emissions for each ton of cargo shipped. Increased drafts would allow for more fully laden vessels to transit the waterway. And more importantly, this would reduce the required number of vessel transits.

Each of these items we highlight in Attachment 1 will likely require additional effort to analyze, identify the options to address those issues, and evaluate the potential benefit of each. We suspect that this will require further dialog with relevant stakeholders during this process. Our committee remains dedicated to supporting the ongoing effort in the study and offers its assistance in further evaluating each of these items as the study progresses.

During its November 3, 2017 meeting, the Lone Star Harbor Safety Committee considered the draft feasibility report and the recommendations made by its subcommittees. Prior to this submission, the Committee approved this letter and the items contained in Enclosure 1, which are submitted for your consideration.

If you need additional information, please do not hesitate to call me at 979-230-6785, or prazakj@triconenergy.com.

Respectfully,



James Prazak
Chair, Lone Star Harbor Safety Committee

Enclosure: (1) Port Stakeholder comments to the Draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP)

Copy: Mr. Roger Guenther, Executive Director, Port of Houston Authority
Captain Kevin Oditt, Coast Guard Captain of the Port Houston-Galveston
Colonel Lars Zetterstrom, Commander, Army Corps of Engineers Galveston District

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1. Identify the highest priority efficiency and safety deficiencies for the Houston Ship Channel, based on current and projected vessel traffic (statement of problem or defect)

- a. Daylight restrictions: There are nearly 10,000 tank vessel transits in Houston every year. Of these, 550, because their beam is greater than or equal to 120' but less than 150', are subject to daylight restrictions when carrying cargo. An additional 120 tank vessels with a beam of greater than 150' are subject to daylight restrictions regardless of whether they are carrying cargo. Assuming that half of the 670 vessels were ready to transit during the day and half were ready to transit at night, 335 vessels (approximately 1/day) were required to wait till daylight.

There are over 6800 vessel transits above Boggy Bayou on the Houston Ship Channel every year. Of these, approximately 200 vessels will have drafts in excess of 39', and are thus subject to daylight restrictions. Assuming that half of the 200 vessels were ready to transit during the day and half were ready to transit at night, 100 vessels (approximately 2/week) were required to wait till daylight. This assumes that the daylight restriction does not encourage ship operators to load to less than 39' draft.

There are over 1800 LPG vessel transits on the Houston Ship Channel every year. Of these, 550 vessel transits are subject to daylight restrictions because the vessels are carrying cargo and have an LOA greater than 560'. Assuming that half of the 550 vessels were ready to transit during the day and half were ready to transit at night, 275 vessels (approximately 5/week) were required to wait till daylight to depart their berth.

Daylight restrictions are especially costly during fog closures (typically occurring between late November and early April) when there are limited windows of opportunity to move vessels.

- b. Light loading: All the existing bulk liquid terminals above Boggy Bayou (ITC Pasadena (2 docks), Kinder Morgan North (2 docks), Kinder Morgan Galena Park (5 docks), Magellan Galena Park (3 docks), Kinder Morgan Pasadena (1 dock), Kinder Morgan Export Terminal (1 dock), Petrotex (2 docks), and Lyondell (1 dock)) expressed interest in loading/unloading vessels to drafts greater than 40'. The berths at ITC Pasadena were constructed to accommodate vessels with drafts of up to 45' (though currently the slip is dredged only to handle vessels with drafts $\leq 40'$). Magellan Pasadena, which is currently under construction, will also be capable of mooring vessels with drafts of up to 45'. Texas Deepwater Port, which has permits issued by the Army Corps of Engineers and Port of Houston Authority, was designed for navigational depths of up to 45'.

Similarly, there is interest from docks located above Sims Bayou to handle vessels with drafts greater than 37'. Besides the vessels that are conducting cargo operations above

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the 610 bridge, many tank vessels lay berth at City Docks. Many other vessels that would like to lay berth at City Docks are currently unable due to draft limitations.

Deepening to 40' under the 610' bridge would also eliminate air draft limitations for some vessels that cannot ballast deep enough to reduce their air draft to less than 135'. Because of air draft limitation, some vessels must back to the Lyondell turning basin to turn because they cannot access the turning basins in the upper ship channel, some chose to step their masts to transit under the 610 bridge to access city docks, and some must split cargo operations between above and below the bridge to manage air draft limitations.

Further, maximum drafts for the entire ship channel are restricted for periods of 1-3 days during the winter months in Houston, as the water level often falls significantly during prolonged northerly wind events (10-12 events/year which requires 1-2' of draft restriction).

- c. Unnecessary movements of chemical tankers to the offshore anchorage due to lack of upper channel moorings or lay berths: Due to the high volume of chemical tanker traffic on the Houston Ship Channel, there are often scheduling conflicts that require a vessel to transit to an anchorage (or lay berth if one is available) until the conflict is resolved. According to a study conducted by the Texas Transportation Institute, there are approximately 1,400 such transits on the Houston Ship Channel each year. These transits increase the risk to navigational safety, contribute negatively to environmental quality (e.g., engine exhaust), and increase costs for ship operators (e.g., bunker fuel, harbor tugs, pilotage.).
- d. No meeting of ships with 106' beam ships above Boggy Bayou: Annually, there are 2800 transits of vessels with beams of 106' or greater in the 9-mile stretch of the Houston Ship Channel above Boggy Bayou. Each of these transits requires traffic management. This, in turn, potentially generates delays for the other 4000 vessels that navigate this reach.
- e. One-way traffic in the lower bay when a large container vessel (>1100' LOA) is transiting: There have not been any container vessels greater than 1100' LOA that have transited the Houston Ship; however, all of the container lines have indicated that these size vessels will service Houston in the near future. During the transit of these vessels between B-18 and Bayport or Barbours Cut, they cannot meet other vessels of any size due to the narrowness of the channel. There are currently 2100 container vessel transits on the Houston Ship Channel each year which transport over 2 million TEUs into the Port of Houston (accounting for nearly 2 million TEUs). If only 10% of container vessel traffic changes to vessels over 1100' LOA, it would result in 210 transits that required no meeting of other vessel traffic (4 times/week for 2-3 hours each day).

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- f. Traffic management & delays due to combined-beam rule: Each year, there are over 1000 Aframax and Suezmax vessel transits on the Houston Ship Channel. Each requires traffic management and has the potential of delaying other vessel transits due to the combined beam restrictions (i.e., combined beam for meeting vessels is limited to <272' above B-75/76 to Boggy Bayou, and <310' between B-18 & B-75/76)
- g. Scarcity/unpredictable availability of placement areas for non-federal dredge material: Terminal operators for both new and existing facilities indicate that placement of dredge material is costly and difficult to obtain.
- h. Lack of Aframax/Suezmax capacity above Boggy Bayou: A number of terminal operators with property above Boggy Bayou have expressed interest in accommodating Aframax and Suezmax vessels (i.e., Texas Deepwater Port, Contanda, Magellan Pasadena). Additionally, with suitable setback from the channel, other locations could develop Aframax or Suezmax-capable docks.
- i. Lack of neo-panamax container capacity at all docks in Barbours Cut: Currently, only Barbours Cut Dock #1 is permitted to handle neo-Panamax vessels due to the width of Barbours Cut channel inside the land cut. Barbours Cut Docks 2-6 are limited to vessels with dimensions less than 1000' x 138'.
- j. Lack of Suezmax tanker capacity in Bayport: Export of crude oil continues to increase. For long haul deliveries, Suezmax vessels and VLCCs are preferred. Bayport currently has a dock planned that is capable of servicing Suezmax vessels; however, the channel dimensions are inadequate.
- k. Limited capacity of the Bolivar Roads Alternate Inbound Route (BRAIR): The BRAIR, in its current configuration, can only accommodate one way (inbound) shallow draft vessel traffic. Further, the shoal at B-26 reduces tow vessel maneuvering space and increases navigation safety risk.
- l. Adverse hydrodynamic forces in barge lanes: A number of tow vessel operators transiting the Houston Ship Channel have experienced adverse hydrodynamic forces and less than optimal under keel clearances when large vessels are transiting near the more shallow areas of the barge lanes. In light of the growing dimensions of deep draft vessels navigating the Houston Ship Channel; particularly larger container vessels transiting to and from Bayport and Barbours Cut, operators expect these occurrences to become more frequent.
- m. Abrupt mixing of deep draft and shallow draft vessel traffic below Morgans Point: Currently the barge lanes terminate below Morgans Point. This results in a more

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congested maritime space for both deep draft and shallow draft vessel traffic above this point. As larger and larger vessels call on Barbours Cut and traffic density increases, traffic separation spacing will decrease; thereby creating additional risks in this area.

- n. Significant mixing of deep draft and shallow draft vessel traffic in the vicinity of Lynchburg: The volume of deep draft vessel traffic, adjacent fleeting areas, vessel docks, and passenger ferries all contribute to increasing the risk to navigation safety in the vicinity of Lynchburg. Tow traffic entering and exiting the adjacent fleet areas must quickly integrate into the existing vessel traffic flow. Deep draft traffic and harbor assist tugs are frequently maneuvering alongside the docks on both sides of the channel further aggravating the problem. Deep draft traffic transiting the area must negotiate the nearby turn and make passing arrangement with vessel traffic in the area.
- o. Limited maneuvering space for tow traffic using the lower San Jacinto River: The lower San Jacinto River (between B-2 and B-10) is particularly narrow. Tow traffic transiting this area is frequently subjected to high river currents, propeller wash from pushed-in tow boats, and close quarter situations; all of which contribute to increased navigation safety risk.

2. Review the design vessels selected for each segment in the Feasibility Report and provide any comments regarding expected ship dimension trends.

- a. Request consideration of Suezmax-sized vessel for segment 4. Operators of new docks (Contanda, Magellan Pasadena, Texas Deepwater) predict the need for Suezmax capability to Greens Bayou.
- b. Though the most common vessel on the Houston Ship Channel is currently 600'x106', request the target vessel for any wet mooring facilities be at least 750'x106' since the average size is expected to increase. If possible, the wet moorings should allow for cargo care operations, stores, bunkering from barges, and crew changes.
- c. There are bulk liquid docks located in both Segments 5 and 6. Request consideration for increasing the size of the design tank vessel in segment 5 to 750'x106' and adding a design tank vessel of dimensions 750'x106' for Segment 6.
- d. The majority of the existing fleet of Aframax tankers includes vessels with beams between 138' and 145'. Request the design Aframax vessel for segment 4 have a beam of 145'.

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3. Review the Tentatively Selected Plan (Alternative 8 measures) and considering the design vessels and defects noted under item 1 and elsewhere, provide recommended solutions or comments.

- a. Request consideration of a mid-bay mooring facility (in addition to the proposed mooring facility near the San Jacinto monument) to reduce unnecessary vessel transits and alleviate congestion at the San Jacinto moorings. Sizing the mid-bay moorings for Suezmax vessels and smaller would allow all vessels subject to Coast Guard safety inspections to moor briefly for an inspection before proceeding to dock for cargo operations.
- b. Potential users of any wet mooring facility offered that charging a fee for mooring was appropriate.
- c. Placement of new DMPAs should be in areas that would benefit the highest number of facilities for maintenance and new construction material. The highest concentration of facilities is located between Lynchburg and the Buffalo Bayou turning basin. Further, the new DMPAs should be designed to handle the amount of material from the project as well as anticipated facility maintenance material and anticipated new construction projects.
- d. Magellan has expressed interest in upgrading Magellan Galena Park Ship Dock 2 (parallel to channel) to moor an Aframax-sized vessel. This dock is located adjacent to Hunting Bayou (above Greens Bayou, but below Sims Bayou). Preliminary engineering and conceptual drawings are being developed for this project. Request consideration for widening from Greens Bayou to Hunting Bayou to accommodate a design tank vessel of dimensions 850'x145'.
- e. Bolivar Roads Alternate Inbound Route (BRAIR): The BRAIR is a key safety feature on the HSC for west bound tow traffic on the ICW transiting into Houston. Conceived in the mid 1990's and officially recognized by the Coast Guard and Army Corps of Engineers in 2003, the BRAIR continues to enhance navigation safety for inbound tow traffic by better separating shallow draft and deep draft vessel traffic at one of the busiest intersections in the western hemisphere.

Following an incident near the Texas City Y intersection, the NTSB noted that better separation of vessel traffic would improve navigation safety on the Houston Ship Channel. In response to this NTSB recommendation, full mission bridge simulations were conducted at the Seamans Church Institute with the objective of identifying any structural or non-structural measures that might better separate deep draft and shallow draft vessel traffic. One of the key recommendations of the study group was to remove the shoal at B-26, thus allowing 2-way tow traffic in the BRAIR (currently it is limited to

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inbound traffic only), enhancing separation and maneuverability and decreasing navigation safety risk.

Considering the importance of the BRAIR with respect to navigation safety and the fact that tow traffic, which constitutes 80% of the vessel traffic on the Houston Ship Channel, is essential to the economic success of the region, the following is requested:

- The BRAIR be included in the federal project.
 - The shoal at B-26 be dredged either as part of the planned Houston Ship Channel widening, or if the channel is not widened in this region, that the shoal be dredged to a minimum of 15' MLLW.
- f. Deepening and widening of barge lanes: Based on tow boat operator experience, deepening the barge lanes to a minimum of 15' MLLW and widening the barge lanes by an additional 25' would improve navigation safety. Deepening would serve to mitigate under keel clearance issues experienced by tow boats when a large ship passes and draws the water out of the barge lane. Widening the barge lanes would give the tow boat operator additional maneuvering space should they need it to mitigate excessive and adverse hydrodynamic forces.
- g. Staging area/passing lane in vicinity of Lynchburg: Request consideration for inclusion of a staging area or passing lane in the vicinity of Lynchburg. This area would allow deep draft and shallow draft traffic to better integrate in this high traffic density area.
- h. Extension of barge lanes: Request consideration of extending the dedicated barge lanes above Morgans Point to B-98/99. This would aid in more seamlessly integrating deep and shallow draft vessel traffic at the top of the Galveston Bay.
- i. Widening of lower San Jacinto River (between B-2 and B-10): Request consideration of widening of the lower San Jacinto River to give the high volume of tow traffic in this area additional maneuvering space.
- j. Dedicated barge lanes: The barge lanes, which were constructed as part of the prior deepening and widening of the Houston Ship Channel, are critical to separating deep draft and shallow draft vessel traffic transiting to or from Houston. Brownwater and Bluewater stakeholders unanimously agree and support the inclusion of dedicated barge lanes in any future ship channel widening project. Widening the ship channel and not pushing the barge lanes out of the channel would significantly decrease navigation safety and is highly discouraged.

Enclosure 1
Lone Star Harbor Safety Committee
Draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship
Channel Expansion Channel Improvement Project (HSC ECIP)
Port Stakeholder comments

5. Any other general comments or recommendations.

- a. A number of terminal operators have expressed concerns regarding how an improved/widened channel would interact with existing and planned dock facilities (e.g., setback, outermost mooring structures, ability to conduct bunkering or lightering.). In particular:
- The proposed turning basin at station 775+00 has the potential to interfere with future developments in segment 4.
 - The proposed turning basin at station ~915+00 appears to conflict with use of Galena Park Ship Dock 3 and Ship Dock 1. This looks significant enough to render these facilities unusable. This turning basin needs to be relocated further south and west to retain use of both docks.

To best deconflict planned channel modifications and docks, request additional stakeholder meeting/engagement following the comment period as the draft final report is developed.

- b. Chemical terminal docks continue to experience very high utilization rates, causing delays for vessels. Some of the operators use barges to minimize the number of direct berth calls by ships. The barges load at barge docks at Vopak Deer Park, ITC Pasadena and Exxon Baytown and then lighter to ships while they are working cargo at some other dock. This allows vessel operators to eliminate some berth calls in their ship rotation and expedite the ship through the port. It is challenging to find a place where ship operators can lighter cargo from the barge to the ship, as not all terminals allow this activity or the ship's deep draft is the issue. Stolt currently operates two bulk liquid barges and two more are being built. Request consideration of creating (dredging) mooring stations on the side of the channel between Bolivar Roads and Barbours Cut. This will permit, ships to lighter to/ from barges versus calling on a particular terminal and without having to go to another cargo terminal that allows lightering or to a layby berth. Likewise, vessels with project cargo, steel and some bulk solids currently experience delays due to high utilization rates at ship docks and may benefit as well from the use of the requested mooring stations.

Danny Collier



VALERO

MARKETING AND SUPPLY COMPANY

One Valero Way
San Antonio, TX 78249

November 13, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

Valero Marketing and Supply Company is a customer of MVP Terminalling, LLC at its Pasadena, Texas terminal. Valero Marketing and Supply Company has been made aware of the Draft Integrated Feasibility Report and Environmental Impact Statement along with the Tentatively Selected Plan ("TSP") prepared by the U.S. Army Corps of Engineers-Galveston District and the Port of Houston Authority and would like to respectfully submit its concerns about the project. If the project proceeds as currently proposed, it would impact MVP's ability to construct and operate its proposed ship docks at the terminal as currently planned. This could have a significant impact on Valero Marketing and Supply Company's ability to do business at the terminal and could ultimately have negative impacts and result in decreased commerce on the Houston Ship Channel, which Valero Marketing and Supply Company believes should be considered as part of the review of the TSP.

Regards,

Valero Marketing and Supply Company

By: 

Name: Danny Collier
Title: Vice President

Rich Lashway

**MVP Terminalling, LLC
One Williams Center, Suite 3100
Tulsa, OK 74172**

November 10, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

**Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project,
Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility
Report and Environmental Impact Statement**

Dear Dr. Burks-Copes:

MVP Terminalling, LLC, which is jointly owned by Magellan OLP, L.P. and Valero Terminalling and Distribution Company ("MVP"), supports the overall Houston Ship Channel Expansion Channel Improvement Project ("Project") and commends the U.S. Army Corps of Engineers-Galveston District ("USACE") and the Port of Houston Authority ("PHA") for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement ("DIFR-EIS") along with the Tentatively Selected Plan ("TSP"). We appreciate the opportunity to provide comments for the DIFR-EIS.

There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, MVP is the owner of the MVP Pasadena Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basin, and is authorized to construct but has not yet constructed four ship dock platforms under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP and will create jobs. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.

MVP respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. MVP would be glad to provide support to such an effort.

Regards,

MVP Terminalling, LLC

By: Valero Terminaling and Distribution Company

By: _____

Name: Rich Lashway

Title: Senior Vice President

Jeff Selvidge (2 Comments)



Jeff Selvidge
Senior Vice President
Phone: (918) 574-7403
Email: Jeff.Selvidge@magellanlp.com

One Williams Center
PO Box 22186, MD 31
Tulsa, OK 74121-2186
(918) 574-7708

November 13, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

Magellan Operating Company, LLC ("Magellan") supports the overall Houston Ship Channel Expansion Channel Improvement Project ("Project") and commends the U.S. Army Corps of Engineers-Galveston District ("USACE") and the Port of Houston Authority ("PHA") for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement ("DIFR-EIS") along with the Tentatively Selected Plan ("TSP"). We appreciate the opportunity to provide comments for the DIFR-EIS.

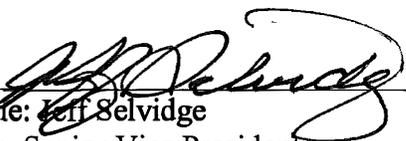
There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, Magellan is the construction manager and operator of the new MVP Terminalling, LLC ("MVP") Pasadena Terminal, and is authorized to construct but has not yet constructed four ship dock platforms on behalf of MVP under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP, significant work on the part of Magellan and will create jobs. In addition, these new ship docks will enable MVP to better serve its customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications

necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.

Magellan respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. Magellan would be glad to provide support to such an effort.

Regards,

Magellan Operating Company, LLC

By: 
Name: Jeff Selvidge
Title: Senior Vice President



Jeff Selvidge
Senior Vice President
Phone: (918) 574-7403
Email: Jeff.Selvidge@magellanlp.com

One Williams Center
PO Box 22186, MD 31
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November 13, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

Magellan Terminal Holdings, L.P. (Magellan”) supports the overall Houston Ship Channel Expansion Channel Improvement Project (“Project”) and commends the U.S. Army Corps of Engineers-Galveston District (“USACE”) and the Port of Houston Authority (“PHA”) for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement (“DIFR-EIS”) along with the Tentatively Selected Plan (“TSP”). We appreciate the opportunity to provide comments for the DIFR-EIS.

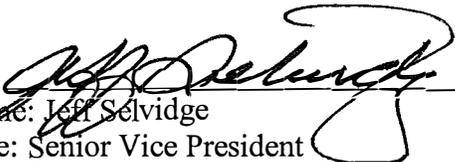
There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 (“Engineering Appendix”), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, Magellan is the owner and operator of the Magellan Galena Park Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basins, and Figure 4-17 of the Engineering Appendix does not depict two of Magellan’s permitted ship docks. Magellan’s Ship Dock 3 was constructed under a Letter of Permission (“LOP”) to USACE permit SWG-1997-00788 and has been completed. An existing dock to the east will be demolished and a new dock will be constructed in its place under the same permit within the next year. The second turning basin proposed for Segment 4 TB4 Hunting, Station 915+00 (“TB4 Hunting”) on Figure 4-17 of the Engineering Appendix shows only one Magellan dock. As proposed, TB4 Hunting will conflict with the two permitted ship docks and if the Project were to proceed as currently proposed, Magellan would lose operability of two of the three ship docks at the Galena Park facility. Both of the new ship docks enable Magellan to handle larger and an increased volume of ships. Further,

the two new ship docks have required and will continue to require significant investment on the part of Magellan. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Removing these docks from service will have significant negative economic impacts which should be considered as part of the review of the TSP.

Magellan respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. Magellan would be glad to provide support to such an effort.

Regards,

Magellan Terminals Holdings, L.P.
By: Magellan NGL, LLC, its general partner

By: 
Name: Jeff Selvidge
Title: Senior Vice President

Jim Stark



Gulf Intracoastal Canal Association
PO Box 321649
Cocoa Beach, FL 32932
jstark@gicaonline.com · 901-490-3312

13 November 2017

Dr. Kelly Burks-Copes
Coastal Section, Regional Planning and Environmental Center
USACE Galveston District
P.O. Box 1229
Galveston, TX 77553-1229

Re: USACE HSC ECIP Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

I am writing to provide comments on behalf of the membership of the Gulf Intracoastal Canal Association (GICA) on the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP), Texas, Feasibility Study.

GICA is a 112-year-old trade association representing 200 industry members involved in towboat and barge operations, shipping, shipyards, and associated waterways industries which use the GIWW between Brownsville, Texas and St. Marks, Florida. GICA is committed to facilitating commerce through ensuring safe, reliable and efficient Gulf Coast waterways.

GICA members and I are greatly concerned for navigation safety and efficiency on the GIWW and with towboat and barge traffic on the Houston Ship Channel. A large majority of GICA members operate tows and ship products to and from Houston via this critical waterway. Following our review of the Tentatively Selected Plan, GICA offers the following observations, comments, and recommendations:

- **Bolivar Roads Alternate Inbound Route (BRAIR)**: The BRAIR is a key safety feature on the HSC for west bound tow traffic on the ICW transiting into Houston. Conceived in the mid 1990's and officially recognized by the Coast Guard and Army Corps of Engineers in 2003, the BRAIR continues to enhance navigation safety for inbound tow traffic by better separating shallow draft and deep draft vessel traffic at one of the busiest intersections in the western hemisphere.

Following an incident near the Texas City Y intersection, the NTSB noted that better separation of vessel traffic would improve navigation safety on the Houston Ship Channel. In response to this NTSB recommendation, full mission bridge simulations were conducted at the Seamen's Church Institute with the objective of identifying any structural or non-structural measures that might better separate deep draft and shallow draft vessel traffic. One of the key recommendations of the study group was to remove the shoal at B-26, thus allowing two-way

tow traffic in the BRAIR (currently it is limited to inbound traffic only), enhancing separation, and maneuverability, and decreasing navigation safety risk.

Considering the importance of the BRAIR with respect to navigation safety and the fact that tow traffic, which constitutes 80% of the vessel traffic on the Houston Ship Channel, is essential to the economic success of the region, GICA strongly recommends that the BRAIR be included in the federal project and the shoal at B-26 be dredged either as part of the planned Houston Ship Channel widening, or if the channel is not widened in this region, that the shoal be dredged to a minimum of 15' MLLW.

- **Deepening and widening of barge lanes:** A number of tow vessel operators transiting the Houston Ship Channel have experienced adverse hydrodynamic forces and less than optimal under keel clearances when large vessels are transited near the shallower parts of the barge lanes. With the increasing of vessel sizes, especially larger container vessels transiting to and from Bayport and Barbour's Cut, operators expect these occurrences to become more frequent.

Based on tow boat operator experience, GICA recommends deepening the barge lanes to a minimum of 15' MLLW and widening the barge lanes by an additional 25' would improve navigation safety. Deepening would serve to mitigate under keel clearance issues experienced by tow boats when a large ship passes and draws the water out of the barge lane. Widening the barge lanes would give the tow boat operator additional maneuvering space should they need it to mitigate excessive and adverse hydrodynamic forces.

- **Staging area/passing lane in vicinity of Lynchburg:** The volume of deep draft traffic, adjacent fleeting areas, vessel docks, and passenger ferry all contribute to increasing the risk to navigation safety in the vicinity of Lynchburg. Tow traffic entering and exiting the adjacent fleet areas must quickly integrate into the existing vessel traffic flow. Deep draft traffic and harbor assist tugs are frequently maneuvering alongside the docks on both sides of the channel adding to traffic density. Deep draft traffic transiting the area must negotiate the nearby turn and make passing arrangement with vessel traffic in the area.

GICA recommends including a staging area or passing lane in the vicinity of Lynchburg. This area would allow deep draft and shallow draft traffic to better integrate in this high traffic density area.

- **Extension of barge lanes:** Currently the barge lanes terminate below Morgans Point, requiring deep draft and shallow draft vessel traffic to abruptly share the same space above this point. As larger and larger vessels call on Barbour's Cut and traffic density increases, traffic separation will decrease and risk will increase in this area.

GICA recommends extending the dedicated barge lanes above Morgans Point to B-98/99, which would aid in more seamlessly integrating deep and shallow draft vessel traffic at the top of the Galveston Bay.

- **Widening of lower San Jacinto River (between B-2 and B-10):** The lower San Jacinto River (between B-2 and B-10) is especially narrow. Tow traffic transiting this area is frequently subjected to high river currents, prop wash from pushed in tow boats, and close quarters situations, all of which contribute to increased navigation safety risk.

GICA recommends widening of the lower San Jacinto River to give the high volume of tow traffic in this area additional maneuvering space.

- **Dedicated barge lanes:** The barge lanes, which were constructed as part of the prior deepening and widening of the Houston Ship Channel, are critical to separating deep draft and shallow draft vessel traffic transiting to or from Houston. Brownwater and Bluewater stakeholders all unanimous agree and support the inclusion of dedicated barge lanes in any future ship channel widening project.

GICA members strongly believe that widening the ship channel and not pushing the barge lanes out of the channel would significantly decrease navigation safety and should not be considered.

GICA, its member companies, and I appreciate the opportunity to review and comment on this vitally important Study. We stand ready to assist in your efforts to improve the HSC. Please feel free to contact me with any questions. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Stark", written in a cursive style.

Jim Stark
President

Amy Dinn, Rodrigo Cantu, & Colin Cox

PAUL FURRH, JR.
Attorney at Law
Chief Executive Officer

ROSLYN O. JACKSON
Directing Attorney

MARTHA OROZCO
Project Director
Directing Attorney



**Lone Star Legal Aid
Equitable Development Initiative**

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TARIQ GLADNEY
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November 13, 2017

**VIA FIRST CLASS MAIL AND
VIA EMAIL DELIVERY HSP-ECIP@usace.army.mil**

U.S. Army Corps. of Engineers
Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, Texas 77553-1229

Re: Public Comments on the Draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas

Dear Dr. Burks-Copes:

The Environmental Justice Team of the Equitable Development Initiative of Lone Star Legal Aid submits the following comments regarding the Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) on behalf of Caring for Pasadena Communities. We hope that the U.S. Army Corps. of Engineers (USACE) and the non-federal sponsor, the Houston Port Authority (HPA), will consider and respond to these comments when refining the recommended plan and developing the Final Integrated Feasibility Report and Environmental Impact Statement (FIFR-EIS) for the project.

A. Introduction

Caring for Pasadena Communities (CPC) is a Pasadena-based nonprofit organized for the purposes of raising awareness of environmental justice issues and improving education on such issues, in and around Pasadena, Texas, amongst other purposes. CPC submits these comments on behalf of the residents of those communities in which it operates, particularly on behalf of low-income and minority populations within and around Pasadena, TX, one of the cities included in the ECIP's study area.

CPC wishes to see the DIFR-EIS and FIFR-EIS take a more comprehensive look at the various ways that the Tentatively Selected Plan (TSP) will have a lasting impact on the natural environment in terms of air and water quality, chemical and hazardous waste safety and wetlands preservation. CPC also wishes to underscore the obligations on the USACE under Executive Order 12898 to consider the impacts of the ECIP on low-income and/or minority populations. The Agency must consider how the expansion of the HSC will not only have disproportionate impacts on vulnerable communities while the project is being implemented but also how increased traffic capacity in the area once the ECIP is completed. Further, the Agency must consider how the ECIP will continue to have impacts on nearby communities in a cumulative manner for years to come.

B. Applicable Legal Standards

Under the National Environmental Policy Act (NEPA) —in every recommendation or proposal for a major federal action significantly affecting the quality of the human environment— federal agencies must include a detailed statement on: (1) the environmental impact of a proposed action; (2) any adverse environmental impacts which cannot be avoided should the proposal be implemented; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented. 42 U.S.C. § 4332(2)(C). This statement is called an Environmental Impact Statement (hereinafter, "EIS"). 40 CFR § 1508.11.

An EIS must include an analysis of the proposed action's indirect effects and cumulative impact. 40 CFR § 1502.16; *City of Davis v. Coleman*, 521 F.2d 661, 676-77 (9th Cir. 1975); see *City of Shoreacres v. Waterworth*, 420 F.3d 440, 453 (5th Cir. 2005). A rule of reason governs preparation of an EIS, and, thus, every conceivable impact does not need to be considered. *Sierra Club v. Sigler*, 695 F.2d 957, 970 (5th Cir. 1983). "Cumulative impact" is, "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." 40 CFR § 1508.7. "Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." *Id.* "Indirect effects" are reasonably foreseeable effects caused by the proposed action later on in time or removed in distance. 40 CFR § 1508.8(b). "Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." *Id.* Future deepening of a ship channel may not be an indirect effect which is required to be considered in an EIS. *Waterworth*, 420 F.3d at 453-54.

C. Environmental Justice Impacts

Under Executive Order 12898, as amended "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (59 FR 7629, Feb. 16, 1994), the USACE has undertaken to incorporate environmental justice into its policies and programs. Executive Order 12898 requires each Federal agency to conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that those programs, policies, and activities do not have the effect of excluding persons from participation in, denying persons the benefit of, or subjecting persons to discrimination because of their race, color, or national origin or income level. Executive Order 12898 specifically requires federal agencies (or any local government or governmental agency in receipt of federal funding from a source such as USACE) to evaluate its actions for disproportionately high and adverse effects

on minority or low-income populations and to find ways to avoid or minimize these adverse impacts where possible. In preparing an EIS, agencies are required to consider the environmental justice impacts of their actions under Executive Order 12898. *Coliseum Square, Inc. v. Jackson*, 465 F.3d 215, 232 (5th Cir. 2006).

CPC applauds the Agency's considerations of impacts on low-income and minority populations, in accordance with Executive Order 12898. Nevertheless, CPC has reservations about the methodology employed by the USACE to arrive at the conclusion that, "disproportionately high or adverse effect on low-income or minority population groups" are not to be expected. See DIFR-EIS at § 6.8.15, 6-30. To trigger Executive Order 12898, the effects of the project must be both adverse, and effect a low-income or minority population more so than it would the general public. Any adverse effects that appreciably put a minority or low-income population at an increased health risk, or appreciably affect their physical or economic wellbeing, will trigger Executive Order 12898.

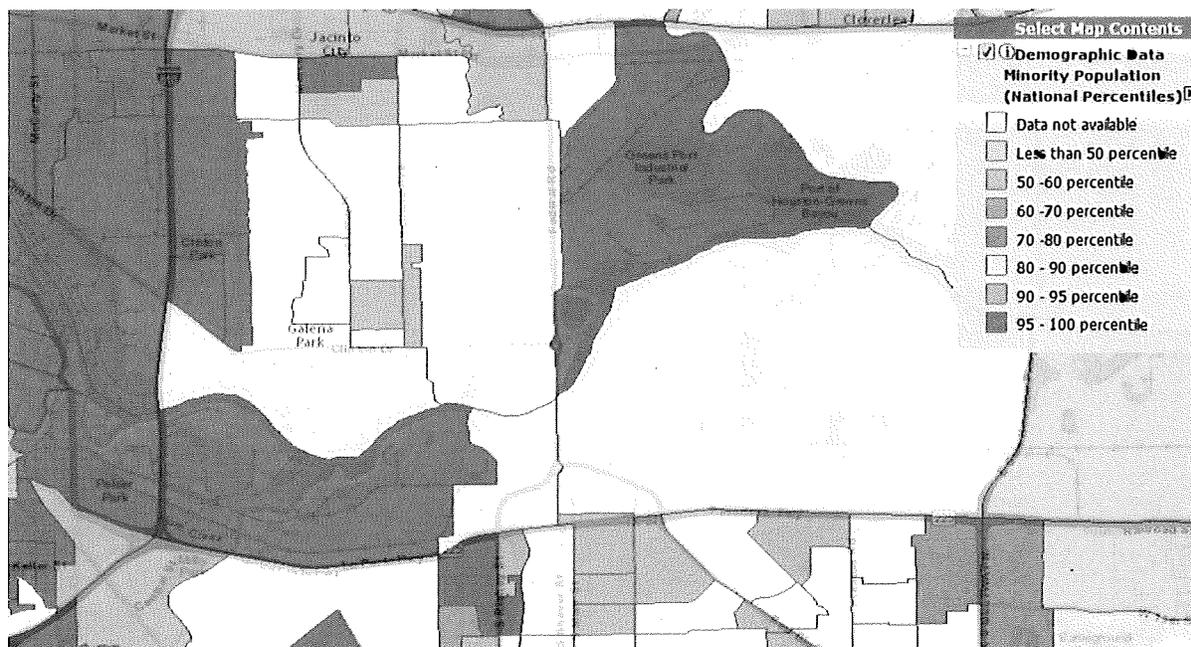
1. Objection to Not Expanding EJ Analysis to the Entire 22-Tract Census Project Area

The Agency conveniently cuts out an undisclosed amount of the census tract data that is recognized to be within the project area, and subsequently arrives at the conclusion that there will be no environmental justice (EJ) issues associated with the implementation of the TPS. Specifically, the USACE states that the 22-tract census area that encompasses the project area is 73.3% minority with a medium income of over \$48,000 a year. See DIFR-EIS at § 7.4.2, 7-20. At this point, the Agency should have continued with a more comprehensive EJ analysis given the incredibly high minority population within the area in question. Instead, the USACE's next step was to consider the percent of the minority population in the areas closest to the TSP, without providing any sort of justification as to why focusing in on a smaller population group was necessary, other than to state that "direct effects" from the project would be greatest in these closer areas. While CPC applauds the special attention being given to those areas that lay closest to the project area, CPC reminds the Agency that these are not the only areas that are to be impacted in the long-term by the increased activity expected within the HSC as a direct result of the TSP. Nothing in Executive Order 12898 bars the Agency from considering indirect effects of the implementation of the TSP that are to be felt by the project area as a whole. The original 22-tract area that encompasses the project will feel these long-term, indirect impacts, in the form of decreased air quality due to greater traffic in the ship channel. Therefore, the project area as a whole (having a minority population of roughly 73%) deserves greater consideration in the identification of disproportionate high adverse health and environmental impacts borne by the area's residents as a direct result of the implementation of the TSP.

2. Objection to Inadequacy of EJ Analysis on Individual Census Tract Level

Yet even the USACE's analysis of those areas close to the TSP is fraught with irregularities that merit greater consideration and study. For instance, the Agency does not designate which areas are considered to be "closer to the TSP" for the purposes of the EIS. See DIFR-EIS at § 7.4.2, 7-20. The USACE also relies on the fact that the census tract data for the area closest to the TSP is 26.7% minority. These two missteps must be remedied. CPC would prefer that the Agency list out those census tracts that the USACE considers to be "closer" to the TSP, that the Agency consider the demographics of each those tracts individually, and that the Agency not rely on the convenient coincidence that the one tract that lies nearest the TSP has a smaller minority population than the project area. Indeed a more detailed analysis, census tract by census tract, will reveal areas with high minority and low-income populations very near to the TPS. The identification of such

Appx. G at Table G-122, 1-75. The DIFR-EIS goes on to explain that by only looking at a few census blocks closest to the TSP indicated an average of 26.7 percent minority. *See* DIFR-EIS at § 6.8.15, 6-30. However, the following map shows that the areas adjacent to the ship channel have some of the highest concentrations of minority residents in the country, with several communities in the 80-100th percentiles:

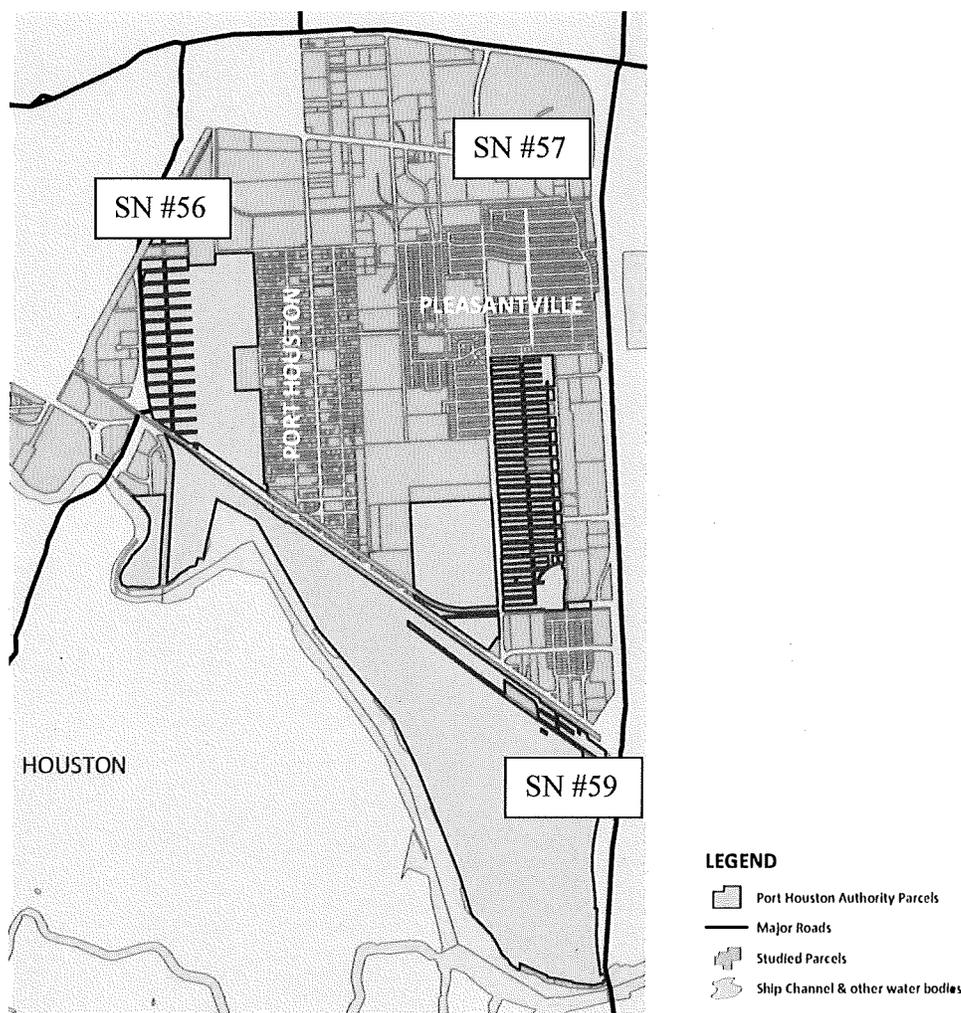


Furthermore, the people living in these block groups are already overburdened with environmental hazards by the concentration of industrial and petrochemical activity along the ship channel and in their backyards. These are precisely the kinds of communities Executive Order 12898 was designed to protect. While the project will also affect other areas with higher incomes and a lower percentage of minority residents, this does not relieve the USACE of its duties under the executive order. CPC urges the USACE to conduct a proper analysis of possible adverse effects of the project on these communities in particular, and on nearby communities with high populations of minority and low-income residents.

3. Objection to Proposed Placement Areas near Residential Neighborhoods

Under Executive Order 12898, the potential disproportionate adverse impacts to the environmental justice neighborhoods identified in this section of these public comments because of the dredging operations of ECIP must be either avoided or minimized by the USACE and HPA where possible. CPC is focused on the upland placement areas (PA) for dredged materials in the twenty-seven existing PAs identified on Table 2-4 of the DIFR-EIS. *See* DIFR-EIS at § 2.4.1.1, 2-14. CPC is particularly concerned about two existing PAs, specifically the Glendale PA and the Filter Bed PA, because they border several residential neighborhoods. However, there may be other existing placement areas in DIFR-EIS that are near residential neighborhoods, but not disclosed in the DIFR-EIS. These would be of equal concern to PCP. While Page 17 of Appendix D to the DIFR-EIS provides some details regarding these two most upland PAs owned by the HPA, it fails to identify the real estate parcels by street address or parcel number for the Harris County Appraisal District. Based on the maps provided and given the relative size and shape of the upland PAs shown in Exh.

B to Appx. D of the DIFR-EIS, the impacted area for two of the upland PAs of concern is shown in the map below:



Moreover, the DIFR-EIS acknowledges that there will be impacts to cultural resources because of the construction of new dredged material placement areas (DIFR-EIS at § 2.5, 2-25) to accommodate the approximate range of 27.6-52.6 million cubic yards (MCY) of dredging material that the construction of the TSP will generate and the additional 79.3-116.9 MCY of dredged material generated for maintenance (DIFR-EIS at § 6.1.1, 6-5), yet it fails to identify where the new placement areas will be located or which cultural resources will be impacted. See DIFR-EIS at § 5.8.2, 5-30. It is also unclear if amount of dredge material predicted will fit in the capacity of the existing PAs. From what CPC could piece together from the details available in Appendix D of the DIFR-EIS, nine of the proposed upland PA sites identified among the existing PAs on Table 2-4 have an estimated maximum capacity of 106.5 MCY (provided certain conditions are feasible to obtain such capacity), which still may not be sufficient to cover all dredging material anticipated from the upland area of the project. See DIFR-EIS at § 2.4.1.1, 2-14; Appx. D. at 13-17.

In fact, the DIFR-EIS admits in Section 7.6.1 that new placement features will be needed to accommodate the maintenance dredging for the TSP. See DIFR-EIS at § 7.6.1, 7-24. Table 7-3

suggests that most of the project areas for all six segments are challenged by the fact that the mainland is “mostly developed” or “highly developed.” See DIFR-EIS at § 7.6.1, 7-26. For the segments where there are a few large tracts of undeveloped land, there are still notations in the DIFR-EIS that there is nearby residential development in these areas in segments 1, 2, 3, and 4-6. See DIFR-EIS at § 7.6.1, 7-26. Thus, it will be problematic to locate large, undeveloped tracts in these areas that are not going to impact some nearby residential areas given the level of development existing along the HSC. In fact when undertaking its environmental impact analysis for the next phase of placement planning as shown in Table 7-4, the DIFR-EIS recognizes that the upland CDFs are “more likely” to have cultural resources and residential impacts. See DIFR-EIS at § 7.6.3, 7-28. For example, the DIFR-EIS even acknowledges that upland CDFs near residential areas may experience temporary noise during construction of dikes or raising dikes of existing ones or during periodic placement of dredging materials. See DIFR-EIS at § 7.6.3, 7-30. Yet nothing is done further in the DIFR-EIS to analyze these particular impacts or discuss the HPA and USACE’s desire to avoid or mitigate them in the project area where potential environmental justice communities are located. In Section 7.4, the “more likely” impacts suggested in Table 7-4 appear imperceptible to the USACE or HPA when it comes to analyzing what the actual impacts are. CPC can guarantee they will not be unnoticed by the residential communities impacted by this project that were completely ignored in the DIFR-EIS. Similarly, the USACE and HPA must consider the impacts to community resources such as schools and residential areas in siting upland PAs. See DIFR-EIS at § 7.6.3, 7-31. The DIFR-EIS further acknowledges that it has not yet conducted “appropriate surveillance for cultural resources” for potential upland CDFs. See DIFR-EIS at § 7.6.3, 7-31. Such work is necessary.

While the DIFR-EIS talks about looking for cost efficiency in siting new PAs near the HSC, it also is required to consider the impacts on environmental justice communities in the project area identified above that could potentially be impacted by new placement areas. The DIFR-EIS states boldly that the construction of the TSP would not have a disproportionately high and adverse impact to areas with high concentrations of low income or minority populations. See DIFR-EIS at § 6.6.4, 6-13. At that the same time there must be an acknowledgement that right now the USACE does not know where all of this dredging material will go. See DIFR-EIS at Table 6-3, 6-5. However, the DIFR-EIS wholly fails to consider the potential impact these sites could have on residential neighborhoods in the project area. See DIFR-EIS at § 6.6.4 and 7.6.3. *Without identifying a single neighborhood in the study area by name*, the report reiterates that ECIP will not have any impact on community cohesion factors such as the integrity of neighborhoods. Nor has the USACE undertaken any analysis of the impacts on neighborhoods where the PAs exist now or potentially in the future. See DIFR-EIS at § 6.6.4, 6-14. It simply conclusorily states no impacts will occur. See DIFR-EIS at § 7.4.2, 7-20. How the USACE and HPA can reach this conclusion (given the known environmental justice communities in the project area) at the same time it claims it does not know where the new PAs will be is simply not credible. An evaluation of environmental consequences must be updated to include the effects of any new upland PAs listed or considered in the Dredged Material Management Plan (DMMP), which was not available at the time of the public comments on the DIFR-EIS.

i. Glendale PA

The Glendale PA is described in the DIFR-EIS as an approximate 177-acre confined inland PA owned by HPA located in Houston, Texas about one-half mile northeast of the HSC in the Sims Bayou to Main Turning Basin Dredging Reach. See DIFR-EIS, Appx. D at 17. The DIFR-EIS discloses that residential neighborhoods border the north and a portion of the west side of the proposed PA, and states that it considers the site feasible for future placement of dredged material. See DIFR-EIS, Appx. D at 17. The planned potential use of this site is further confirmed by general statements in

Section 7.2 in the DIFR-EIS that dredged material placement will continue at the existing 27 PAs identified. See DIFR-EIS at § 7.2, 7-7. However, PCP's position is that the Glendale PA site is not suitable or feasible for future placement of dredged material under any circumstances. The neighborhoods of Pleasantville (to the north) and Port Houston (to the west) are both environmental justice communities and directly impacted by the Glendale PA should operations resume there. The adjacent residential neighborhoods are located across four census block groups: 482012115001, 482012125001, 482012125002, and 482012125003 and within the boundaries of three City of Houston Super Neighborhoods in East Houston: Denver Harbor/ Port Houston, Pleasantville, and Clinton Park Tri-Community. According to the most recent census data available, the demographics of these adjacent neighborhoods are:

Census Block Group 482012115001 is 98% minority and 86% low income.
Census Block Group 482012125001 is 100% minority and 64% low income.
Census Block Group 482012125002 is 100% minority and 35% low income.
Census Block Group 482012125003 is 98% minority and 68% low income.

Compared to the entire City of Houston, which is 74% minority and 46% low income, this census data indicates a higher minority and low-income population in these four neighborhoods nearby the Glendale PA. As shown above, all four block groups boast an overwhelmingly majority-minority population, with relatively high proportions of residents without high school diplomas (18%, 29%, 36%, and 57% respectively) compared to the City of Houston (23%). With the exception of residents within block group 482012125002, the majority of adjacent residents are low-income (as defined by the EPA) and at least two of which are considered to be more linguistically isolated (29%, 34%) than the City of Houston (14%).

Despite high rates of poverty, the neighborhoods of Port Houston and Pleasantville are well-established. The Port Houston neighborhood was established by the early 1900s. The Denver Harbor/Port Houston Super Neighborhood #56 of the City of Houston is made up of two distinct but similar neighborhoods located north of the Houston Ship Channel turning basin. The southern portion of the area along Clinton Drive is industrial. The smaller residential area, Port Houston, is laid out on both sides of McCarty Street. It has a mix of residential, commercial and industrial uses. Denver Harbor is primarily residential. Lyons Avenue is the major commercial corridor in Denver Harbor. Although Interstate Highway 10 splits Denver Harbor physically, its identity has remained strong. Both neighborhoods, originally blue collar Anglo neighborhoods, are now predominantly Latino/Hispanic. Port Houston also qualifies as a low-income community that has long grappled with disproportionate burden of toxins that endanger local ecosystems as well as residents' health.

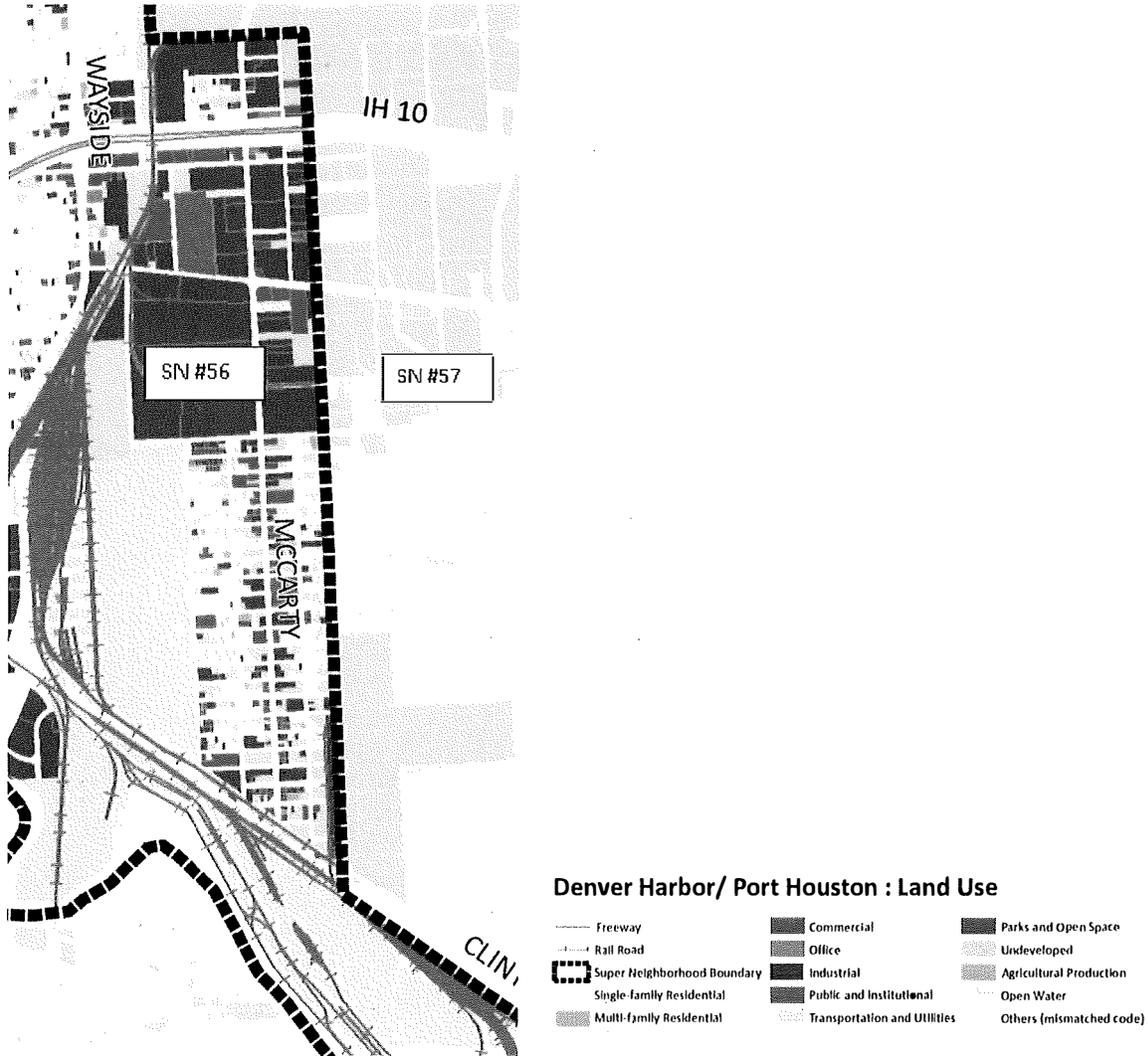
According to the HISD school profile for 2017 for Port Houston Elementary School,¹ 99% of the school's 290 students are Latino/Hispanic, 98% qualify for free or reduced price lunch, and 68% are learning English as a second language. A recent "Children at Risk Report" identified the Port of Houston namesake Port Houston Elementary in HISD² as a poorly performing school academically with a grade of "F". In 2016, only 8.41% of the school passed the STAAR Reading Exam, and only 6% passed the STAAR Math Exam. The composite STAAR passing rate for the school was 7.21%. The overall percentage of economically disadvantaged is 97.51%.

A map created by the City of Houston Planning Department of the Port Houston portion of

¹ Houston Independent School District. Port Houston Elementary School Profile. Retrieved from <http://www.houstonisd.org/domain/46477>.

² <http://childrenatrisk.org/2017-school-rankings/>

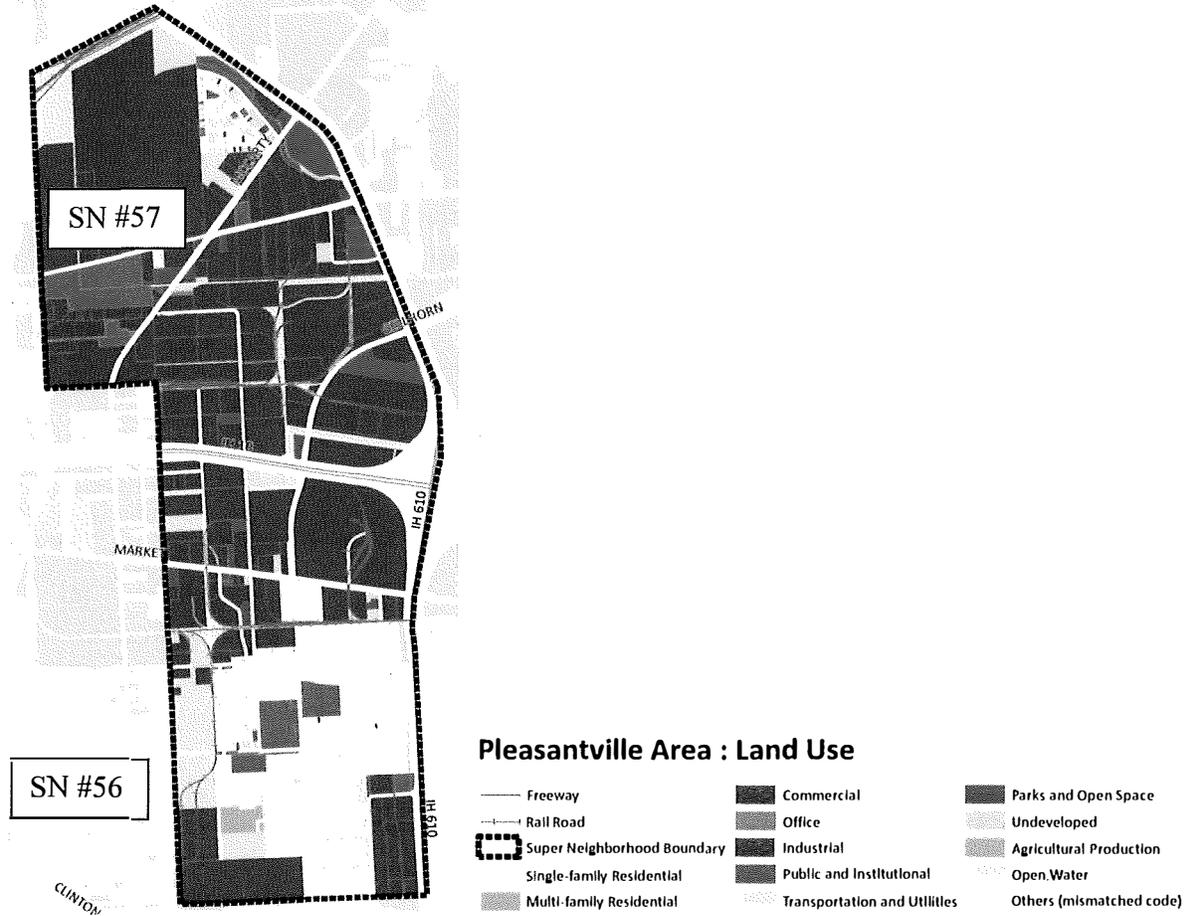
the Denver Harbor/Port Houston Super Neighborhood #56 and the related land usage in the impacted area is shown below:



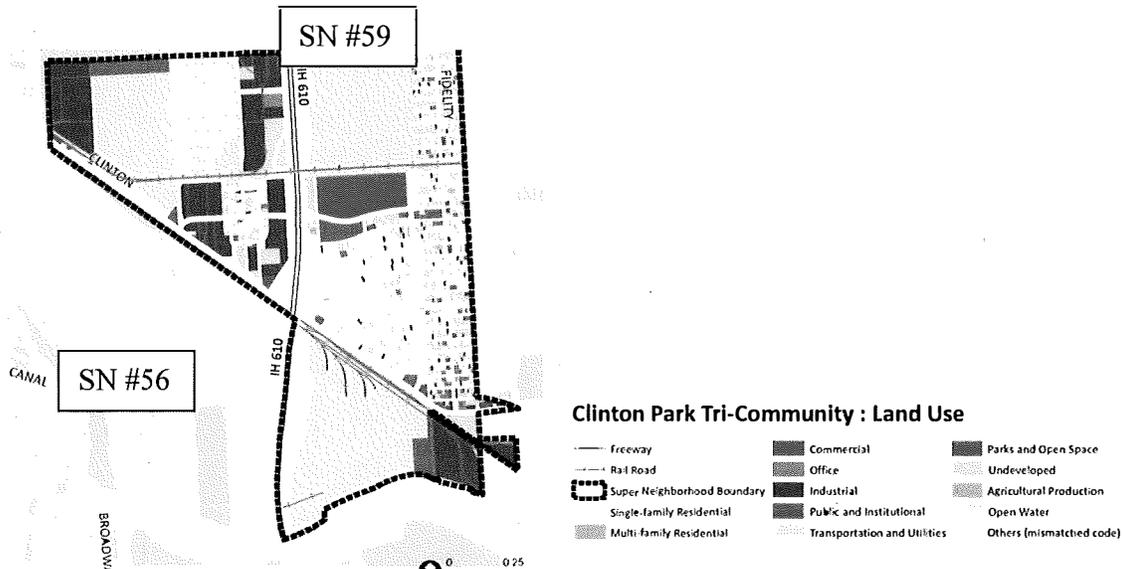
The nearby neighborhood of Pleasantville was developed after World War II and is predominantly African-American. Pleasantville Area, designated as Houston Super Neighborhood #57, includes many industrial areas, as well as two distinct residential areas. Groveland Terrace is a small residential area in the north, and south of Interstate 10 (East Freeway) is the Pleasantville subdivision. The high homeownership rate and strong neighborhood identity has staved off deterioration even as the residential area has been surrounded by warehouses and industries. The Pleasantville neighborhood is predominantly Black/African-American and Latino/Hispanic, with 64% of Pleasantville Elementary School’s 301 students identified as Black/African-American, 34% as Latino/Hispanic, and 2% as white or mixed race. 95% of Pleasantville Elementary students qualify for free or reduced price lunch and 15% are learning as English as a second language.³

³ Houston Independent School District. Pleasantville Elementary School Profile. Retrieved from <http://www.houstonisd.org/domain/45450>.

A map created by the City of Houston Planning and Development Department of the Pleasantville Super Neighborhood #57 and the related land usage in the area is shown below:



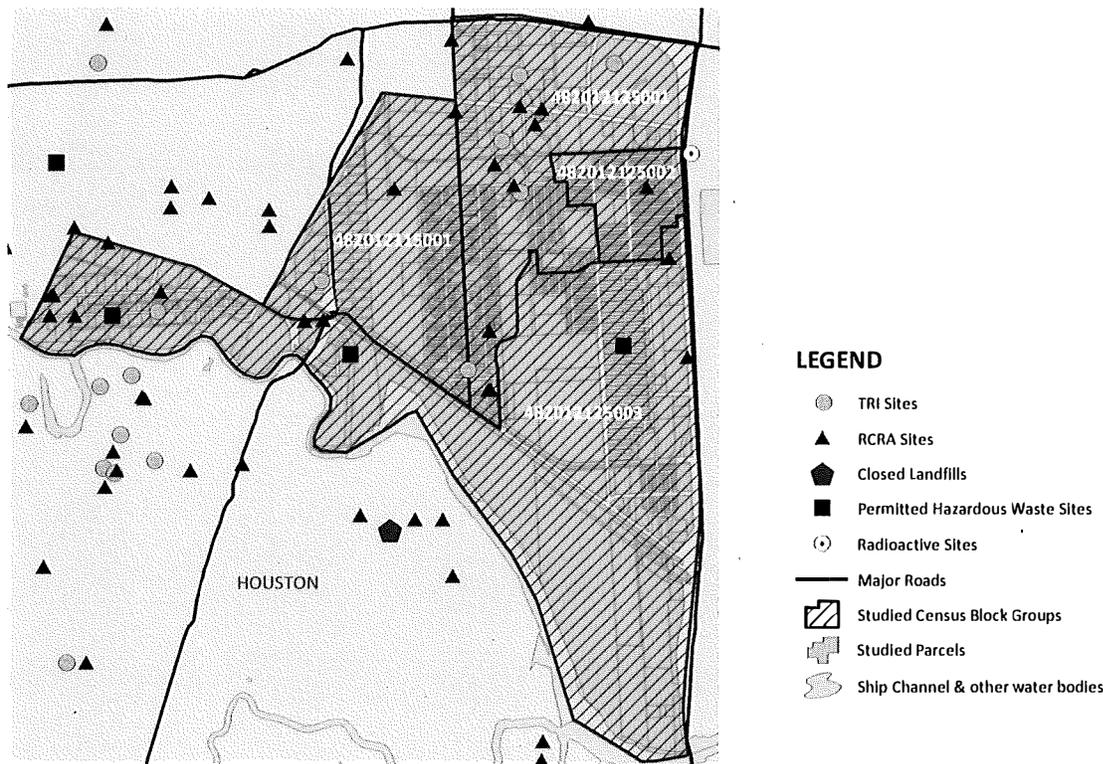
In addition, the third Houston Super Neighborhood (#59) in this impacted area described above, Clinton Park/ Fidelity, is a small community located just north of Clinton Drive, adjacent to the City of Galena Park. It is split between Houston ISD (Clinton Park) and Galena Park ISD (Fidelity), and includes a part of the Port of Houston. From its inception, this area has been almost exclusively an African American community. Spurred by the proximity to jobs in the Port and nearby Ship Channel industries, development in the area began before World War II. Large holding ponds containing materials dredged from the Houston Ship Channel are located adjacent to the residential areas. The high earthen dikes surrounding the ponds are distinctive forms on this flat coastal plain. The wetlands created by these dikes offer open space that permanently buffers many residences. In March 2016, one of the members of the PHA's Chairman's Citizen Advisory Council, Ernesto Parades, Jr. from Galena Park, complained that there is a growing problem with truck traffic related to Port operations in Galena Park and mentioned that the number of 18-wheelers has doubled recently, causing more pollution. A map created by the City of Houston Planning Department of Clinton Park Super Neighborhood #59 and the related land usage in the impacted area is shown on the following page:



Surprisingly, the DIFR-EIS contains no analysis of the potential impact to these nearby neighborhoods if USACE and HPA re-engage the existing Glendale PA for the ECIP when it has not been used in over 20 years. See DIFR-EIS, Appx. D at 17. The DIFR-EIS only states: "significant public relations work will be required prior to construction and use due to past dike breaches." See DIFR-EIS, Appx. D at 17. This causal mention seems to suggest that there have been problems with the Glendale PA that did impact the nearby neighborhoods. Yet the DIFR-EIS does not discuss these problems or suggest that dike breaches could be a potential impact for neighborhoods nearby any selected PA, new or existing. It further suggests deficiencies in the environmental justice analysis done in connection with the DIFR-EIS as there is no mention of the risk of dike breaches in any discussion of the PAs in the DIFR-EIS even though both the USACE and HPA are aware of prior failures.

In relation to other environmental hazards, the four census block groups host a disproportionate share of facilities that handle or emit toxins, despite their small share of the city's total geographic area. This study area comprises approximately 0.8% of Houston's total geographic area yet is home to 21 RCRA sites, 7 TRI sites, 1 radioactive site, and 3 permitted hazardous waste sites. Among the 7 TRI sites, there existed (as of 2014) 31 entries registering toxic chemical compounds affecting human health and the environment. Directly adjacent to the two subdivisions north of the Glendale PA is Blentech Corporation, a TRI site handling 19 toxic chemical compounds, five of which are carcinogens. These communities have several facilities that either handle or generate toxic chemicals literally in their backyards. This haphazard siting of locally unwanted land uses (LULUs) within these communities may also be a consequence of Houston's lax, informal "de facto" land use regulation, which has led to disparities in quality of life across neighborhoods. With a lack of comprehensive zoning system, an immense amount of financial and political wherewithal is required to protect a neighborhood from LULUs – resources that communities like Port Houston and others seem to lack.⁴ The following map shows the existing environmental hazards already impacting these neighborhoods:

⁴ Marcano, A., Festa, M. and Shelton, K. (September 2017). *Developing Houston: Land-use regulation in the "unzoned city" and its outcomes*. Kinder Institute. Retrieved from [https://kinder.rice.edu/uploadedFiles/Kinder Institute for Urban Research/Programs/Urban Governance/UnzonedCity.pdf](https://kinder.rice.edu/uploadedFiles/Kinder%20Institute%20for%20Urban%20Research/Programs/Urban%20Governance/UnzonedCity.pdf).



Lastly, scientists' recent testing of water within Buffalo Bayou in the wake of Hurricane Harvey detected humanly unsafe levels of E. coli, lead, and arsenic due to floodwaters transporting toxic waste from nearby facilities.⁵ These toxic substances, excavated from the banks of Buffalo Bayou, should not be placed around communities that already that have long experienced disproportionate burdens of industrial pollution and hazardous waste.

ii. *Filter Bed PA*

In submitting the DIFR-EIS, the USACE and HPA should have also identified the specific residential neighborhoods bordering the east side of Filter Bed PA, described as an approximately 90-acre confined upland PA located about one-quarter mile north of the HSC at the north end of the deep-draft portion of the HSC. See DIFR-EIS, Appx. D at 17. The DIRF-EIS discloses that residential neighborhoods border eastern side of the proposed PA, and states that it considers the site feasible for future placement of dredged material. See DIFR-EIS, Appx. D at 17. The planned potential use of this site is further confirmed by general statements in Section 7.2 in the DIFR-EIS that dredged material placement will continue at the existing 27 PAs identified. See DIFR-EIS at § 7.2, 7-7. However, PCP's position is that the Filter Bed PA site is not suitable or feasible for future placement of dredged material under any circumstances. The Filter Bed PA is bordered by Port Houston

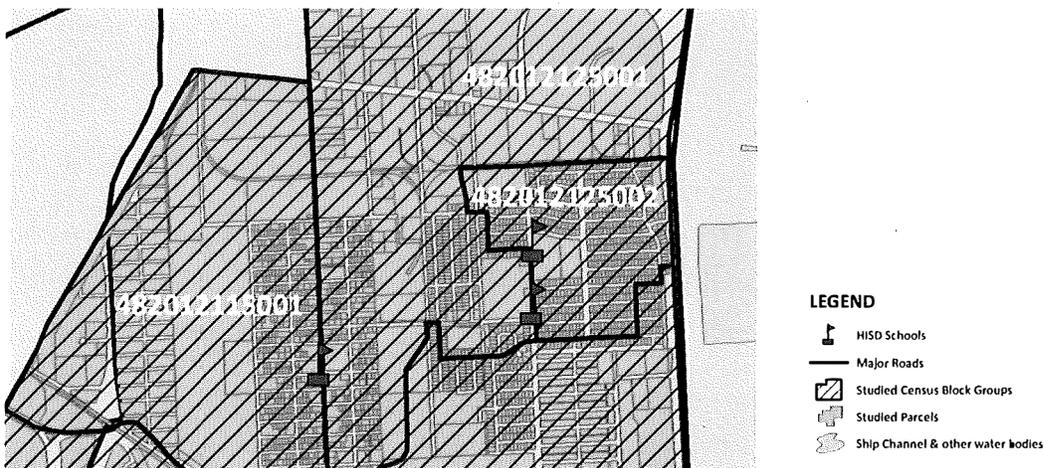
⁵ Kaplan, S. and Healy, J. (11 September 2017). Houston's floodwaters are tainted, testing shows. The New York Times. Retrieved from: <https://www.nytimes.com/2017/09/11/health/houston-flood-contamination.html>. See also Houston Advanced Research Center (2017). Summarizing Hurricane Harvey's Environmental Impacts (ArcGIS Online storymap with downloadable datasets). Retrieved from <https://harcresearch.maps.arcgis.com/apps/MapSeries/index.html?appid=d6b0a3d762ec46ef8ea676f1008f702>

neighborhood described above, which qualifies as an environmental justice community, which the USACE should have prioritized in the DIFR-EIS for the reasons stated in the section about the Glendale PA.

Surprisingly, the DIFR-EIS contains no analysis of the potential impact to Port Houston if USACE and HPA re-engage this existing PA for the ECIP when it has not been used in over 20 years. See DIFR-EIS, Appx. D at 17. The DIFR-EIS again only states: "significant public relations work will be required prior to construction and use due to past dike breaches." See DIFR-EIS, Appx. D at 17. This causal mention seems to suggest that there have been problems with the Filter Bed PA that did impact the nearby neighborhoods. Yet the DIFR-EIS does not discuss these problems or suggest that dike breaches could be a potential impact for neighborhoods nearby any selected PA, new or existing. It further suggests deficiencies in the environmental justice analysis done in connection with the DIFR-EIS as there is no mention of the risk of dike breaches in any discussion of the PAs in the DIFR-EIS even though both the USACE and HPA are aware of prior failures.

iii. *New Placement Areas*

One of the opportunities in the HSC study area identified in the DIFR-EIS is to establish environmentally suitable PAs for new work dredged material and maintenance dredged material. See DIFR-EIS at § 4.2, 4-3. However, to the extent that the USACE or HPA is considering other new placement areas not identified in the DIFR-EIS, any selection or siting of PAs should include a complete EJ analysis on any potential adverse impacts on higher minority and low-income populations. See DIFR-EIS, Appx. D at 23. Moreover, to comply with Executive Order 12898, whenever possible, the Agency should avoid locating any new placement areas near residential areas, schools, places of worship, hospitals, and other such sensitive areas. The DIFR-EIS identified two schools are located in in the communities on the mainland within the half-mile buffer of the project area and include De Zavala Elementary School, and J.R. Harris Elementary school. See DIFR-EIS, Appx. G at 1-76. PCP identified at least three more schools near the two existing upland PAs areas discussed above (i.e., Holland Middle School, Pleasantville Elementary School, and Port Houston Elementary School) shown on the map below:



In addition, the DIFR-EIS identified thirty-eight places of worship within the half-mile buffer of the project area. See DIFR-EIS at § 2.6.2, 2-26. A majority of the places of worship are located in neighborhoods adjacent to HSC from the Turning Basin to the Boggy Bayou. See DIFR-EIS, Appx. G at 1-76. The high concentration of schools and churches in the neighborhoods demand heightened

concern about the health-related impacts of exposed dredged materials. The daily congregation of 1200 children and weekly congregation of families in near the placement areas in the study area could dramatically increase residents' risk of exposure to toxins. For these reasons, PCP would advise against placement of any new PAs near these sensitive areas already disclosed in the DIFR-EIS.

As the DIFR-EIS acknowledges any known contamination sites should also be a concern for the USACE in considering for any candidate PAs, and it should employ the HTRW process described in Section 2.3.7 of the DIFR-EIS for areas surrounding these sites as well. *See* DIFR-EIS at § 7.6.3 at 7-29.

Of particular concern are the assumptions in the DIFR-EIS that Confined Disposal Facilities (CDF) will have to be constructed in upland areas for the project. *See* DIFR-EIS at § 7.6.1, 7-25. As defined in the DIFR-EIS, a CDF involves the placement of materials in a diked, contained area above any adjacent water surface to elevations well above high tide line, enclosing and isolating the material from adjacent waters or land. *See* DIFR-EIS at § 7.6.1, 7-25. To the extent that the USACE or HPA have experienced failures from the dikes used in existing PAs in the past, the DIFR-EIS makes no mention of this as a particular risk in searching for new PAs. It would seem that the potential impact of a dike breach on the surrounding areas should be considered when selecting sites for future PAs in the DMMP.

In May 2004, the EPA and USACE outlined detailed assessments for alternatives involving CDFs in a joint publication.⁶ *See* Publication EPA842-B-92-008. As submitted, the DIFR-EIS does not address all of the potential issues discussed in that publication for the planned upland CDFs. Some of the environmental considerations of the potential risks from upland CDFs should include: (1) potential for effluent, leachate and surface runoff impacting adjacent ground and surface water resources; (2) potential for direct uptake and movement of contaminants into food webs, (3) potential for volatilization of contaminants, (4) potential for dust, noise, or odor problems, (5) potential for accessibility of the site by the public, and (6) the contamination history of the proposed site. *See* Publication EPA842-B-92-008 at 37. The DMMP anticipated as part of this project must analyze and address these identified issues with any selected PAs, either existing or newly constructed for this project.

Further to the extent new land needs to be acquired for additional PAs, the Agency is required to provide Relocation Assistance Benefits under PL-91-646 also known as the Uniform Relocation Act (URA). Under the Uniform Relocation Act, the phrase "program or project" is defined in 49 CFR Part 24 as, "any activity or series of activities undertaken by a federal agency or with federal financial assistance received or anticipated in any phase of an undertaking in accordance with the federal funding agency guidelines". 42 C.F.R. § 24. Generally, a displaced person under the URA is an individual, family, partnership, association, corporation, or organization, which moves from their home, business, or farm, or moves their personal property, as a direct result of acquisition, demolition or rehabilitation for a federally funded project. 42 U.S.C. § 4601(6)(A). Displaced persons are eligible for relocation assistance under the URA. Even willing sellers are considered displaced persons under the URA. Pub. L. 111-8, div. E, title I, Mar. 11, 2009, 123 Stat. 710.

⁶ Evaluating Environmental Effects of Dredged Material Management Alternatives – A Technical Framework, EPA842-B-92-008, issued by the United States Environmental Protection Agency and the Department of the Army, U.S. Army Corps of Engineers.

In 1970, Congress made findings and declared, in pertinent part, that:

- (1) displacement as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance is caused by a number of activities, including rehabilitation, demolition, code enforcement, and acquisition;
- (2) relocation assistance policies must provide for fair, uniform, and equitable treatment of all affected persons;
- (3) the displacement of businesses often results in their closure; and
- (4) minimizing the adverse impact of displacement is essential to maintaining the economic and social well-being of communities.

42 U.S.C. § 4621(a). Chapter 61 of Title 42 of the United States Code establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance. 42 U.S.C. § 4621(b). Congress acted to make sure that such persons shall not suffer disproportionate injuries as a result of the programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on such persons. *Id.*

Under Section 4630 of Title 42, the Federal government shall not approve any grant to, or contract or agreement with, a displacing agency, under which Federal financial assistance will be able to pay all or part of the cost of any program or project which will result in the displacement unless there are satisfactory assurances from the displacing agency that:

- (1) fair and reasonable relocation payments and assistance shall be provided to or for displaced persons, such as moving and related expenses as are required to be provided by a Federal agency under sections 4622 (moving and related expenses), 4623 (replacement housing for homeowners and mortgage insurance), and 4624 (replacement housing for tenants) of this title;
- (2) relocation assistance programs offering the services described in section 4625 of this title, namely relocation planning, assistance coordination, and advisory services, shall be provided to such displaced persons;
- (3) within a reasonable period of time prior to displacement, comparable replacement dwellings will be available to displaced persons in accordance with section 4625(c)(3) of this title.

42 U.S.C. § 4630 (parenthetical examples added).

In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion on the courts, to assure consistent treatment for owners in the many Federal programs and to promote public confidence in Federal land acquisition practices, heads of Federal agencies shall, to the greatest extent possible, be guided by the following practices, in pertinent part:

- (1) Make every reasonable effort to acquire expeditiously real property by negotiation;
- (2) Real property shall be appraised before the initiation of negotiations, and the owner or his designated representative shall be given an opportunity to accompany the appraiser during his inspection of the property;

(3) Before the initiation of negotiations for real property, the head of the Federal agency concerned shall establish an amount which he believes to be just compensation therefor and shall make prompt offer to acquire the property for the full amount so established. In no event shall such amount be less than the agency's approved appraisal of the fair market value of such property.

(4) No owner shall be required to surrender possession of real property before the agency concerned pays the agreed price.

...

(8) If any interest in real property is to be acquired by eminent domain, the head of the federal agency concerned shall institute formal condemnation proceedings. No Federal agency head shall intentionally make it necessary for an owner to initiate legal proceeding to prove the fact of the taking of his real property.

42 U.S.C. § 4651 (1-4), (8); *see also* 49 C.F.R. § 24.102.

The Fifth Amendment of the U.S. Constitution states that "private property shall not be taken without payment of just compensation" and that "no person shall be deprived of life, liberty, or property without due process of the law." These constitutional rights form the basis of the URA's protections for property owners. For the purposes of determining the just compensation to be paid for any building, structure or other improvement required, the building, structure or improvement shall be deemed to be part of the real property to be acquired, and the fair market value which such building, structure, or improvement contributes to the fair market value of the real property to be acquired, or the fair market value of such building, structure, or improvement for removal from the real property, whichever is greater, shall be paid to the tenant therefore. 42 U.S.C. § 4652(b)(1). Additional expenses to be paid to the property owner are: (1) recording fees, transfer taxes, and similar expenses, (2) any penalty costs for prepayment of any preexisting recorded mortgage entered into in good faith encumbering such real property, and (3) the pro rata portion of real property taxes paid which are allocable to a period subsequent to the vesting of the title. 42 U.S.C. § 4653. Some circumstances will even entitle a property owner to litigation expenses. 42 U.S.C. § 4654.

D. Hazardous, Toxic and Radioactive Waste in the Project Area

Contaminant testing of the sediment for any material dredged during the project is important. Moreover, as acknowledged in Section 7.6.3 of the DIFR-EIS, issues with contaminated placement material are a concern for upland CDFs. *See* DIFR-EIS at § 7.6.3, 7-29. While the same section mentions that there could be industrial tracts nearby the few undeveloped tracts in the project area (7-29), it is also already established that it is "more likely" in the upland CDFs that there will be impacts to nearby residential tracts as well. *See* DIFR-EIS at Table 7-4, 7-28. The DIFR-EIS makes this same omission for the nearby residential areas identified in all six segments in Table 7-3. *See* DIFR-EIS at § 7.6.2, 7-26.

1. Concerns about Sediment Contamination from Patrick Bayou

The impact a proposed action will have on EPA testing and potential remediation efforts pursuant to that testing is an indirect impact that must be considered. *See NRDC v. United States Army Corps of Eng'rs*, 399 F. Supp. 2d 386, 410-412 (S.D.N.Y. 2005). The DIFR-EIS already

acknowledges that the proposed alternative has the potential to impact an existing EPA National Priorities List (NPL) site, known as the Patrick Bayou NPL Site. *See* DIFR-EIS, Appx. D at 24. The Patrick Bayou Superfund site is a 2.5 mile long tributary of the Houston Ship Channel located in an industrial area of Deer Park, TX, surrounded by operating petrochemical plants and receives runoff from residential, commercial, and industrial properties in the drainage basin. Patrick Bayou is one of several small bayous of the HSC located within the lower portion of the San Jacinto River Basin as it enters Galveston Bay in southeast Texas.

The Patrick Bayou site is undergoing assessment and cleanup under CERCLA. Historical investigations have been conducted since 1993 by the TMDL group, TCEQ & others. Superfund investigations began after the AOC was signed in 2006. From 2006-2012, several phases of field investigation activities were completed. The site is currently in the Remedial Investigation stage. A complete investigation report (September 2013) along with a final Feasibility Study (March 2017) that evaluates potential cleanup alternatives have been finalized. EPA is currently working with the State of Texas to develop the Record of Decision that will outline the remedial alternative that will address the contaminants present at the site.

The Patrick Bayou site consists of contaminated sediments within the Bayou, a portion of the East Fork tributary, and associated wetlands. For several years, Patrick Bayou has received an accumulation of permitted industrial wastewater discharges, municipal wastewater treatment plant effluent, and storm water runoff from adjacent industrial facilities and nearby urban/residential areas. These discharges are suspected to be the primary sources of the sediment contamination. The contaminants of potential concern include pesticides, polynuclear aromatic hydrocarbons (PAHs), metals, and polychlorinated biphenyls (PCBs), which have been detected in sediments in the Bayou since the early to mid 1990s. *See* DIFR-EIS, Appx. D at 24-25. The bayou is polluted with dangerous heavy metals including arsenic, cadmium, chromium, copper, lead, manganese, mercury, nickel, selenium and zinc, as well as pesticides and petrochemicals, according to EPA testing.

The Bayou is nearly an entirely depositional environment, reducing risk of exposure to buried contaminated sediments until they are unearthed through processes, like dredging. CPC is concerned, as the DIFR-EIS acknowledges, that the channel widening measure from the San Jacinto Monument to Boggy Bayou would widen the existing Federal channel to include a portion of land at the mouth of Patrick Bayou, a place of verified contamination of sediment in the bayou. *See* DIFR-EIS, Appx. D at 25. Given the continuing discharge from the bayou into the HSC, the USACE should assume that proposed alternative will encounter these sediments. *See* DIFR-EIS, Appx. D at 25. The DIFR-EIS contains no proposal or evaluation of what risks are posed by the Patrick Bayou site. Under the circumstances, CPC considers this omission an important deficiency in the current DIFR-EIS given the known contaminants at issue. CPC also notes that the USACE published the DIFR-EIS on August 21, 2017, approximately a week before Hurricane Harvey ravaged the Texas coast and flooded the project area. While the EPA tested surface waters for potential contaminants during Post-Harvey tests in September 2017, it is not clear what impact the flood waters had on this shallow bayou with respect to redistributing sediment, which is the principal concern in this dredging project. It is highly likely that there a substantial redistribution of sediment caused by Harvey that might have moved this contaminated sediment from Patrick Bayou. Accordingly, USACE should employ more rigorous testing protocols in this AOC during the project to ensure that distribution of the contaminated sediment has not changed.

2. Concerns about Sediment Contamination from the San Jacinto River Waste Pits

CPC welcomes the testing that will be conducted on dredged material for dioxin within the established Area of Concern (AOC) for the San Jacinto River Waste Pits Superfund Site (SJRWP), which is also under supervision of the EPA. *See* DIFR-EIS at § 2.3.7, 2-12. The DIFR-EIS appropriately recognizes there are known issues with contaminated placement materials where in-water cleanup sites exist, such as the SJRWP. *See* DIFR-EIS at § 7.6.3, 7-29. Nevertheless, CPC wishes to bring to the Agency's attention that the site is not "stabilized" and that it has in fact been plagued with deficiencies that have led to continued releases of dioxin into the environment even since the installation of an engineered armor cap in 2011. Most recently, testing done at the site in the wake of Hurricane Harvey measured dioxin levels of 70,000 ng/kg, the highest readings recorded at the site.

It has been estimated that, to date, as much as two thirds of the original waste material that was dumped in the waste pits in the 1960s has escaped from Site. This large quantity of carcinogenic dioxin has not been relocated or recovered and it has likely spread itself out over a vast expanse of the marine environment. Dioxin is widely considered to be "hydrophobic," instead preferring to stick to sediment, allowing it to be transported to wherever the sediment moves. It is possible that dioxin from the SJRWP site has been transported beyond the AOC, south to the Bay Reach stretch of the project, where it has come to rest at the river's bottom. If that is so, then dioxin would be present in materials that are to be dredged. CPC is concerned that the USACE plans on testing for dioxin only within the very small HSC portion that traverses the AOC established for the SJRWP. Instead, CPC suggests additional testing be performed in areas on either side of the AOC that are traversed by the Bay Reach stretch of the TSP. Such a testing schema is better suited to detect dioxin from the SJRWP, given the persistent and unpredictable nature of this carcinogen.

3. Concerns about Sediment Contamination from Texas Deepwater Terminal

In Section 7.1.6, the DIFR-EIS states that the widening of the channel from Boggy Bayou to Greens Bayou would involve the acquisition of a small portion of land currently owned by the Texas Deepwater Terminal. *See* DIFR-EIS at § 7.1.6, 7-5. It is imperative for HPA to ensure that the land to be acquired is clean and free of contaminants before inclusion in the ECIP. HPA does not provide enough information in the DIFR-EIS to determine whether Texas Deepwater Terminal or HPA has already performed an environmental assessment on the acquisition of this property or not. However, such precautions should be taken to understand any potential contaminants on the property and that they are fully remediated before the ECIP begins.

4. Concerns about Sediment Contamination from other recent known spills in the Project Area not included in the DIFR-EIS

The DIFR-EIS acknowledges that the extent to which HTRW sites continue to be created and discovered is impossible to predict. *See* DIFR-EIS at § 3.3.5, 3-11. Despite this unpredictability, there must be some level of diligence applied by both the USACE and HPA to keep abreast of reported contaminations in the project area that could become new areas of concern given the proposed scope of the ECIP. For example, the DIFR-EIS investigation claims it did not identify any RCRA sites within the project footprint. *See* DIFR-EIS at § 6.8.18, 6-32. According to the EPA's "Clean Ups in My Community" Map, there are fifteen active RCRA sites all within a half mile of the HSC that are in varying stages of ongoing clean-up actions. It is incumbent upon the Agency to more fully investigate if these sites are connected hydrologically at all with the HSC or if the activities that are to be conducted in the HSC might in any way undermine these clean-up activities.

While the DIFR-EIS has analyzed eight sites of potential sediment contamination, the CPC also wishes to bring to the Agency's attention additional known hazardous waste spill sites located in close proximity to the project area. See DIFR-EIS, Table 2-3, p. 212. As shown in Exhibit 1, the Environmental Protection Agency's "Cleanups in My Community" map has identified fifteen sites with ongoing RCRA corrective cleanups within 0.5 miles of the Project Area. The EPA classifies all fifteen sites as Large Quantity Generators (LQG) of hazardous wastes. Nine of these site cleanups are incomplete. The CPC recommends that the USACE conduct testing on sediment material in the Project Area nearby to all fifteen spills; and in particular, the nine incomplete cleanup sites, which may have been disturbed by recent weather events.

CPC has also identified two completed RCRA cleanup sites that give special rise to sediment contamination concerns: (1) Exxon Mobile Corp.- 99HCP; and (2) Houston Refining.

- Exxon Mobil Corp. - 99 HCP is a designated RCRA cleanup site located approximately 2298.07 feet from the project area. Although the cleanup is marked as complete, the EPA also notes that there is currently insufficient information to determine whether the migration of contaminated groundwater is under control. CPC is concerned that, in light of Hurricane Harvey and recent large rainfall events, the contaminated groundwater may have migrated into the proposed Project Area. CPC recommends the testing of the sediment in the nearby Project Area for hazardous waste contamination.
- Houston Refining is another completed RCRA cleanup site and is located on the shoreline directly adjacent to the proposed Project Area. Although RCRA cleanup procedures are complete, Houston Refining has been in noncompliance with RCRA standards for twelve consecutive quarters. Because of Houston Refining's past spill, close proximity to the Project Area, and long-term noncompliance with RCRA standards, CPC recommends the testing of sediment in the nearby Project Area for hazardous waste contamination.

In addition to testing the RCRA corrective cleanup sites in Exhibit 1, CPC also suggests testing to be performed at sites of known EPA Emergency Response Spills indicated on the EPA's "Cleanups In My Community Map." Most notably, the CPC suggests sediment testing where Vince Bayou enters the Project Area near the USOR-PRP emergency spill response site. The EPA has responded on three occasions (July 2010, November 2010, and February 2011) to stabilize the site from uncontrolled releases of hazardous substances into Vince Bayou. The EPA reports that it removed 11,751 gallons of benzene contaminated sludge, five drums of benzene contaminated sludge washout, 89.36 tons of containment sludge, 10 cubic yards of PPE and IDW, and 833,500 gallons of contaminated storm water. Cleanup and stabilization measures are presently ongoing over five years later. Due to the magnitude of the three spills into Vince Bayou, the CPC recommends that the sediment entering the Project Area from Vince Bayou be tested for hazardous wastes such as benzene.

E. Air Quality

The DIFR-EIS does only a cursory analysis of air quality, finding no significant adverse impacts. It likewise neglects to address air quality at all in the cumulative impacts analysis. The DIFR-EIS is deficient for failing to analyze significant likely air impacts associated with induced growth that will foreseeably result from the TSP.

According to the DIFR-EIS, the current ship channel will be unable to accommodate forecasted commodity and fleet growth without significant and system-wide inefficiencies. *See* DIFR-EIS at ES-1. The project is explicitly being undertaken to increase efficiency in the channel in order to be able to handle this forecasted growth. Yet the DIFR-EIS does not analyze whether and how much of this forecasted growth would even be possible without the deepening and widening of the channel.

The USACE is clearly aware of the type of growth that this project will facilitate. The related projects in the cumulative impacts analysis include massive terminal expansions with the capacity to handle a greater volume of larger ships and a substantially greater amount of cargo. *See* DIFR-EIS at Appx G, Table G4-1. This is foreseeable growth, and much of it is dependent on the more efficient ship channel envisioned in the TSP. This growth will result in significant increases in landside air emissions. Much of the equipment used to unload this cargo is powered by diesel engines and generators. The cargo is then loaded onto diesel-driven trucks and trains that are significant sources of air pollution in the local area, including diesel particulate matter and ozone-forming nitrogen oxides. The forecasted increase in cargo containers necessitates a proportional increase in truck and rail traffic to move those containers. Yet the DIFR-EIS is silent on the landside air emissions of these easily foreseeable traffic increases.

The DIFR-EIS repeatedly references expected increases in cargo volume, yet claims, with no supporting analysis or evidence, that the number of containers per year will not be effected by the deepening, and that no change in landside air emissions is expected. *See* DIFR-EIS at Appx. B, 7-9. This is not sound economic analysis. If the no action alternative will result in significant and system-wide inefficiencies, it can reasonably be expected that some companies will choose to use a different port. There are many ports to choose from on the gulf coast, including the very nearby ports of Galveston and Freeport. The claim that the same amount of cargo will arrive at the Port of Houston regardless of the efficiency of the Port (i.e. with or without this project) is highly questionable. That suggests that under the no action alternative the shipping companies would simply shoulder the cost of forecasted port inefficiencies. This raises the question, why would the federal government spend hundreds of millions of dollars on this project to alleviate inefficiencies when it will have no effect on total cargo volume?

The answer is that the federal government would not spend hundreds of millions of dollars on an unnecessary infrastructure project. The expansion contemplated by the TSP is critical to future expected growth in the Port. Therefore, the DIFR-EIS must be amended to reflect the reality that the TSP will result in increased cargo volume in the port. Specifically, the DIFR-EIS must examine landside air impacts in the form of diesel exhaust from port machinery and truck and rail transportation that are associated with this resultant increase in cargo volume.

F. Water Quality

Section 6.8.2 of the DIFR-EIS explains how the TSP will comply with the requirements of the Clean Water Act, 33 U.S.C §§ 1251 et seq. (CWA), with regard to dredging and filling activities within US waters. Section 404(b) of the CWA requires appropriate balancing of established environmental guidelines with the economic impacts, to navigation and anchorage or not allowing the proposed disposal to proceed. The baseline for this analysis is that disposal must not result in unacceptable adverse impact to the environment. *See* CWA, Section 404(c).

Section 6.8.2 states that no wetlands would be impacted by the TSP Channel Modifications *yet fails to base such a conclusion on any real data*. The Agency simply states that as the DMMP is developed for the TSP and specific placement areas are identified, then such a conclusion will be reevaluated at a later time. To better comprehend how the TSP will comply with the CWA, this section of the analysis should be read and understood in conjunction with the following sections of the DIFR-EIS: Section 6.8.14 (Executive Order 11990, Protection of Wetlands) and Sections 3.2.1.2 and 2.4.1.2(wetlands as a habitat).

Under Executive Order 11990, the Agency takes note of its affirmative obligation to avoid new construction in wetlands unless no practical alternative is available, and that even then the Agency must include all practical measures to minimize harm to wetlands that may result from such use. CPC applauds the USACE's use of certain construction techniques that would avoid small wetlands along the north shore of the BSC. *See* DIFR-EIS at § 6.8.14, 6-30. Likewise, CPC welcomes the avoidance of any impacts on the 5.7 acres of potential tidal marsh north and west of Morgan's Point. *See* DIFR-EIS at § 7.2.1.2, 7-9. CPC encourages any efforts to avoid impacting wetlands as a result of O&M dredging activities. Should the wetlands be affected or should potential wetlands become developed at a later time due to the construction of bulkheaded docks along the shoreline, CPC encourages that mitigation for their potential loss in other areas of the watershed be implemented. *See* DIFR-EIS at § 3.2.1.2, 3-5.

Nevertheless, CPC takes issue with the lack of a comprehensive listing and/or graphic presentation of wetlands and potential wetlands in and around the TSP. The USACE is encouraged to provide the public with such a listing in addition to a list of possible new placement areas. Once the public is aware of how close the new PA sites are to known wetlands, it will be able to better assess whether or not the wetlands are to be impacted by the new PA sites and what form such an impact might take.

Finally, with regard to dredging techniques proposed for the project and factual determinations made, CPC offers the following two comments:

First, mechanical and clamshell dredging may be used in sensitive structural areas or areas where debris or old structures need to be removed. It is also mentioned that this technique in dredging can lead to greater re-suspended sediment than do other techniques. *See* DIFR-EIS, Appx. H at 10. CPC underscores that such a technique should be completely avoided in areas that might contain legacy contamination, as re-suspension of sediments could disturb that contamination and lead to possible exposures human and environmental exposure. As mentioned above, the EPA's "Clean Ups in My Community" Map reveals sixteen active RCRA sites all within a half mile of the HSC that are in varying stages of ongoing clean-up actions. It is incumbent upon the Agency to more fully investigate if these sites are connected hydrologically at all with the HSC or if the activities that are to be conducted in the HSC might in any way undermine these clean-up activities.

Second, CPC is concerned that not enough testing has been done or will be done with regard to possible contaminants in dredged material. The Agency states that chemical constituents in bottom sediments are subject to relocation and redistribution through tides, currents and other natural climactic and weather related forces in Galveston Bay. *See* DIFR-EIS, Appx. H at 17. Yet the Agency seems to ignore the presence of numerous contaminated locations near the Ship Channel or directly connected to it that might have leaked contaminants into the water, or continue to do so, and thus it ignores the possible presence of contaminants on sediments bottoms that are to be dredged. The presence of fifteen active RCRA sites with ongoing clean-up actions within a half mile of the HSC, as was mentioned above, necessitates a sediment testing process that more confidently detects the

presence of contaminants in the environment that is to be disturbed. CPC encourages a more active sediment testing regimen within the ship channel, especially around those lengths of the ship channel that abut areas of legacy contamination.

G. Economic Opportunities

The DIFR-EIS addresses the potential economic impacts of this project; however, it underplays the potential the project could have on economic opportunities in the area. *See* DIFR-EIS, Appx. G at § 3.4.1.1. In fact it states that the project is not expected to significantly impact any educational opportunities, prevent enrollment or use or reduce the diversity of engaging the opportunities. *See* DIFR-EIS at § 6.6.4, 6-14. It seems that USACE and HPA are missing a golden opportunity to significantly and positively impact educational opportunities, increase enrollment or use or increase the diversity of engaging the opportunities. While large scale dredging may be a highly specialized skilled activity as addressed in the DIFR-EIS, nothing would prevent HPA or USACE supporting job training at local universities in the study area, such as Houston Community College, San Jacinto College, or the University of Houston, to develop more skilled workforce in this industry or making sure that minority workers or those living in or near the project study area are hired for the ECIP. Further, the USACE and HPA could commit to hiring contractors and sub-contractors that employ full-time employees with benefits as opposed to subcontracting through temporary agencies or using independent contractors on the ECIP.

H. Other Noted Deficiencies

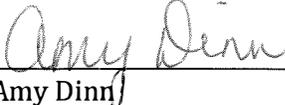
CPC further notes the DIFR-EIS contains certain deficiencies, such as its failure to undertake a complete analysis or provide information on the ECIP with sufficient specificity to determine potential impacts on certain issues not already addressed above. CPC provides a list of these noted deficiencies in the current DIFR-EIS and suggests that the USACE and HPA address these issues more meaningfully before submitting the FIFR-EIS:

- Failing to identify and address impacts to historic properties; and
- Failing to perform any culture resource investigations for areas where dredged material PAs for new construction and maintenance will be located based on the excuse that those areas have not yet been identified.

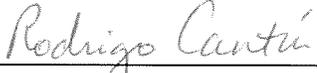
I. Conclusion

Caring for Pasadena Communities appreciates a complete response from the USACE and HPA to the comments and concerns raised in this letter. Please contact the undersigned counsel if you have any questions or need clarification regarding the comments contained herein.

Sincerely,



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EXHIBIT 1 TO PUBLIC COMMENTS ON THE HSC ECIP DIFR-EIS SUBMITTED BY CARING FOR PASADENA COMMUNITIES

RCRA CORRECTIVE ACTION SPILL CLEANUP SITES	HANDLER ID	APPROX. DISTANCE TO SHORELINE	CLEANUP STATUS	STREET ADDRESS
PASADENA REFINING SYSTEM	TXD008091290	0.00 ft to HSC/ADJACENT	COMPLETE	111 RED BLUFF ROAD
BASF PASADENA PLANT	TXD980808778	0.00 ft to HSC/ADJACENT	INCOMPLETE	4403 PASADENA FREEWAY
VOPAK LOGISTICS SERVICES- DEER PARK TERMINAL	TXD097673149	0.00 ft to HSC/ADJACENT	COMPLETE	2759 INDEPENDENCE PARKWAY S.
INEOS AMERICAS PASADENA SITE	TXD093565653	0.00 ft to HSC/ADJACENT	INCOMPLETE	3503 PASADENA FWY
INTERCONTINENTAL TERMINALS DEER PARK TERMINAL	TXD073912974	0.00 ft to HSC/ADJACENT	INCOMPLETE	1943 INDEPENDENCE PKWY S
HOUSTON REFINING	TXD082688979	0.00 ft to HSC/ADJACENT	COMPLETE	12000 LAWNSDALE STREET #ST 14
GALENA PARK TERMINAL	TXD026481523	0.00 ft to HSC/ADJACENT	COMPLETE	906 CLINTON DRIVE # A
ECO SERVICES OPERATIONS HOUSTON	TXD008099079	0.00 ft to HSC/ADJACENT	COMPLETE	8615 MANCHESTER ST
SASOL CHEMICALS USA GREENS BAYOU PLANT	TXD008106999	0.00 ft to GREENS BAYOU/ADJACENT	INCOMPLETE	1914 HADEN ROAD
ARKEMA HOUSTON PLANT	TXD008090011	0.00 ft to GREENS BAYOU/ADJACENT	INCOMPLETE	2231 HADEN ROAD
EL DUPONT DE NEMOURS LA PORTE PLANT	TXD008079212	125.57 ft to HSC	INCOMPLETE	12501 STRANG ROAD
EXXONMOBIL BAYTOWN CHEMICAL PLANT	TXD980809909	1100.00 ft to HSC	INCOMPLETE	5000 BAYWAY DRIVE
EXXONMOBIL BAYTOWN REFINERY	TXD000782698	1100.00 ft to HSC	COMPLETE	280 DECKER ROAD
VALERO REFINING HOUSTON REFINERY	TXD053624193	1300.00 ft to HSC	INCOMPLETE	9701 MANCHESTER STREET
EXXON MOBIL CORP- 99HCP	TXD082684002	2298.07 ft to HSC	COMPLETE*	8230 STEDMAN STREET

*Insufficient information to determine whether the migration of contaminated groundwater is under control.

Appendix F

Meeting Materials: Attendee Card, Comment Form, Study Newsletter, Public Meeting Agenda, and Spanish Informational Video Script

Attendee Card
English & Spanish



Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High
401 S. Broadway St., La Porte, TX 77571

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido _____

Mailing Address/Dirección _____

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Thursday, October 19, 2017
La Porte Junior High
401 S. Broadway St., La Porte, TX 77571

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If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido _____

Mailing Address/Dirección _____

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School
1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido _____

Mailing Address/Dirección _____

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) _____



Attendee Card

Public Meeting
Wednesday, October 25, 2017
Galena Park High School
1000 Keene St., Galena Park, TX 77547

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO? YES/SÍ NO/NO

If yes, position/Puesto: _____

Would you like to make a verbal comment at tonight's public meeting?
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche? YES/SÍ NO/NO

First and Last Name/Nombre y Apellido _____

Mailing Address/Dirección _____

City, State, Zip Code/Ciudad, Estado, Código Postal _____

How did you learn about this Public Meeting? (Please check one)/Como aprendió usted de esta reunión? (Por favor marque uno)

- Newspaper Notice/Aviso Periódico
- Notice in Mail/Aviso por Correo
- Website/Sitio web
- Other (Please explain)/Otro (Por favor de explicar) _____

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Porfavor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (Please explain)/Otro (Por favor de explicar) _____

Comment Form
English & Spanish

Study Newsletter
English & Spanish



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

**US Army Corps
of Engineers®**
Galveston District

Study Guide

Fall
2017

About the Study

The Environmental Impact Statement (EIS) and Feasibility Study for the proposed Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) are intended to identify and evaluate a combination of modifications to improve the efficiency and safety of the Houston Ship Channel.

The U.S. Army Corps of Engineers, or the Corps, is leading this study in collaboration with the non-federal sponsor, Port Houston. The Corps leads the development of the EIS and their own Feasibility Study. The EIS preparation and Feasibility Study are being conducted concurrently to result in a single integrated Feasibility Study and EIS document, or a Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR-EIS). The DIFR-EIS documents the planning process undertaken for the HSC ECIP Feasibility Study. Currently, the study has formulated and screened alternatives to identify the Tentatively Selected Plan (TSP), which is a proposed preferred plan put forth for concurrent public, policy, agency technical, and independent external peer review.

About the Houston Ship Channel

The ongoing efficiency, safety, and navigability of the HSC are vital to maintaining the health of the regional and state economy.

- ▶ The Houston Ship Channel is approximately 50 miles in length, and it serves a complex of diversified public and private facilities collectively known as Port Houston.
- ▶ Port Houston is a strategic gateway for cargo originating in or destined for the United States West or Midwest. Each year, more than 200 million tons of cargo moves through Port Houston, carried by more than 9,000 vessels and 200,000 barges.
- ▶ A Water Resources Development Act (WRDA) section 905b report was prepared recommending further studies for the improvement of the Houston Ship Channel in 2014.

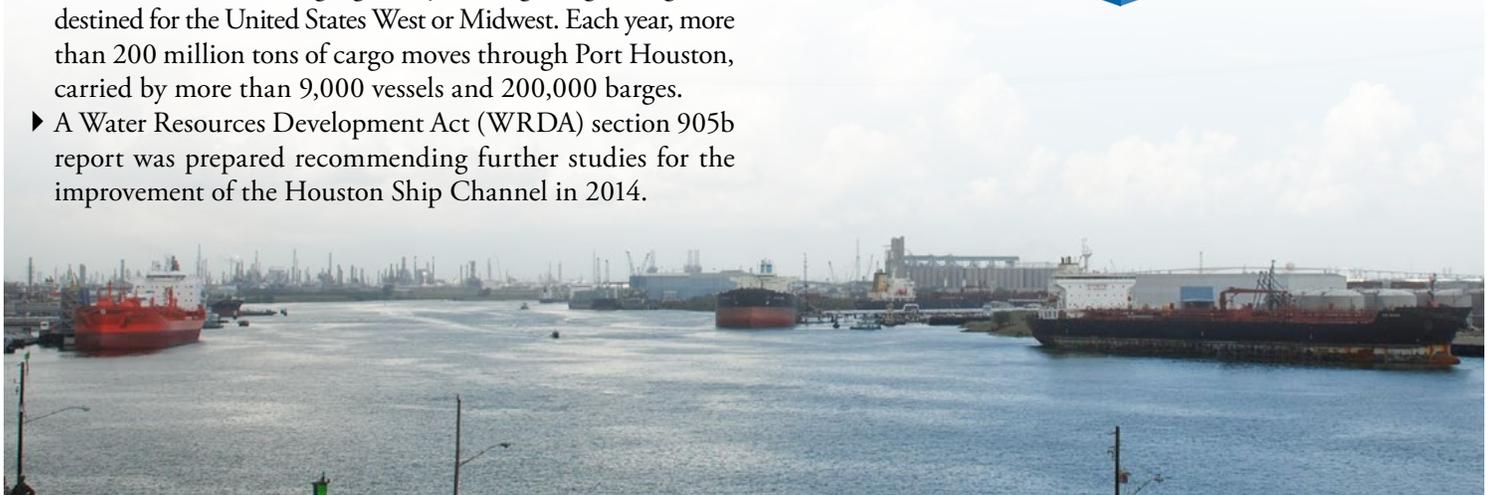
Fast Facts:

The Port of Houston is:

- ▶ 1st in U.S. foreign waterborne tonnage
- ▶ 3rd in total foreign cargo value
- ▶ Largest Gulf Coast container port, handling 68% of U.S. Gulf Coast container traffic in 2016
- ▶ 2nd in U.S. in total tonnage
- ▶ The largest Texas port with 46% of market share by tonnage and 95% market share in containers by total units in 2016

The Port of Houston is:

- ▶ Ship-channel related businesses contribute nearly 1.2 million jobs throughout Texas, generating over \$264.9 billion in statewide economic impact.
- ▶ \$5 billion in state and local tax revenue are generated by business activity related to the port each year.



What is an Environmental Impact Statement (EIS)?

A Federal agency must prepare an EIS if it is proposing a major federal action that may significantly affect the quality of the natural and human environment to comply with the National Environmental Policy Act, or NEPA. NEPA established our country's national environmental policies in 1969. The environmental review process strives to facilitate better informed decisions and involve citizens, and the Corps will seek to involve the many ship channel stakeholders throughout this study process.

What is a Feasibility Study?

All major Federal water resource projects, including navigation, must follow a study process that evaluates proposed solutions to problems, such as inefficient navigation, by analyzing the engineering, economic, environmental, cost, real estate, and other impacts and

aspects of alternative solutions. This study process, consisting of six major steps, is used to identify a plan of most value to the national economy, consistent with protecting the nation's environment and follows principles and guidelines in Federal water resource law and Corps regulations.

Where are we in the study process?

We are mid-way through the study process. We have formulated and analyzed alternatives to identify a TSP regarding channel improvements for review and comment by the public and agencies. This has resulted in a DIFR-EIS. After reviewing comments received from the public and through agency coordination, we will consider these comments during the next phase of detailed analysis and refinement of the TSP.

The Study Process



U.S. Army Corps of Engineers
(the Lead Agency)



Port Houston
(The Non-Federal Sponsor)



You
The Public and Local Stakeholders

The EIS preparation and Feasibility Study are being conducted concurrently to result in a single integrated Feasibility Report and EIS document, or a DIFR-EIS.

1 It's my responsibility to maintain navigability of the Houston Ship Channel, and it's time to look at improving the ship channel.

We would like to participate as the non-Federal sponsor.

2 I'm going to prepare an EIS and Feasibility Study, and I need your help!

Public Notice Methods

News: Study is Coming!

TV: Study is Coming!

Computer: Study is Coming!

3 Scoping Meeting

Please consider the following:

4 Potential Effects



Socioeconomic



Natural Environment



Air and Water Quality



Historic and Cultural

5 Please consider...

Draft EIS

Feasibility Study

6 Here are the proposed Alternatives.

Draft Study Report

No Action Alternative	Tentatively Selected Plan
2	3

2017

My comments on the Draft Study Report are:

7 Further Analysis of TSP

Here are my comments...

Final EIS

Feasibility Study

8 Here are the proposed Alternatives.

Final Study Report

No Action Alternative	The Recommended Plan
2	3

2019

I see that you included my comments in the summary.

9 I have a Record of Decision about the EIS and Feasibility Study. Now I can construct the plan.

Feasibility Study

Record of Decision

The Houston Ship Channel

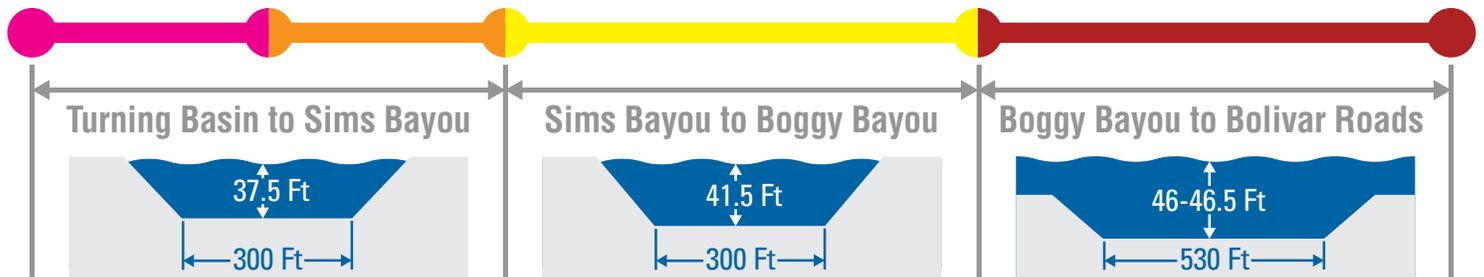
For this study effort, the ship channel has been divided into six segments:

Diagram is representational and not to scale.

-  Segment 1 - Bolivar Roads to Boggy Bayou
-  Segment 2 - Bayport Ship Channel
-  Segment 3 - Barbours Cut Channel
-  Segment 4 - Boggy Bayou to Sims Bayou
-  Segment 5 - Sims Bayou to the 610 Bridge
-  Segment 6 - 610 Bridge to the Main Turning Basin



Currently Authorized Channel Dimensions *(Depths in Mean Lower Low Water)*



What is the focus of the study?

The study is focusing on the feasibility of improving navigation on the 50-mile-long HSC. In general, the entire ship channel, except the entrance channel in the Gulf of Mexico, is being evaluated.

The study focus includes:

- ▶ Deepening and widening opportunities from Boggy Bayou to the Main Turning Basin;
- ▶ Safety improvements to side channels at the Bayport Ship Channel and the Barbours Cut Channel through widening; and
- ▶ Enhancements to the Galveston Bay Reach safety and efficiency to include widening and easing of channel turns.

Study Objectives

1. Investigate improving deep-draft navigation efficiency to accommodate for current and future, larger vessels.
2. Evaluate ways to reduce vessel traffic delays.
3. Increase channel safety.
4. Establish environmentally suitable placement areas for dredged material.

For this effort, the ship channel has been divided into six segments:

- ▶ **Segment 1** – the HSC from Bolivar Roads through Galveston Bay and the San Jacinto River to Boggy Bayou
- ▶ **Segment 2** – the Bayport Ship Channel
- ▶ **Segment 3** – the Barbours Cut Channel
- ▶ **Segment 4** – the HSC from Boggy Bayou to Sims Bayou, near the Washburn Tunnel
- ▶ **Segment 5** – the HSC from Sims Bayou to the 610 Bridge
- ▶ **Segment 6** – the HSC upstream of the 610 Bridge to the Main Turning Basin



About the Study Process

Plan Formulation

The HSC system is highly complex, serving many different types of users. To best address the navigation problems identified within the HSC, the channel was divided into six segments and each segment was assigned with a “design vessel” to help formulate and ultimately select the appropriate measures. The measures, which are the building blocks of alternatives, were developed and evaluated through several iterations of screening, after which alternative plans were formulated. Consistent with SMART (Specific, Measurable, Attainable, Risk-informed, Timely) Planning concepts, screening and evaluation of these measures relied largely on available existing information.

In total, 45 measures were identified during this planning process and 15 measures were screened out based on environmental, engineering, and economic reasons. The remaining 30 measures were forwarded and combined into alternative plans.

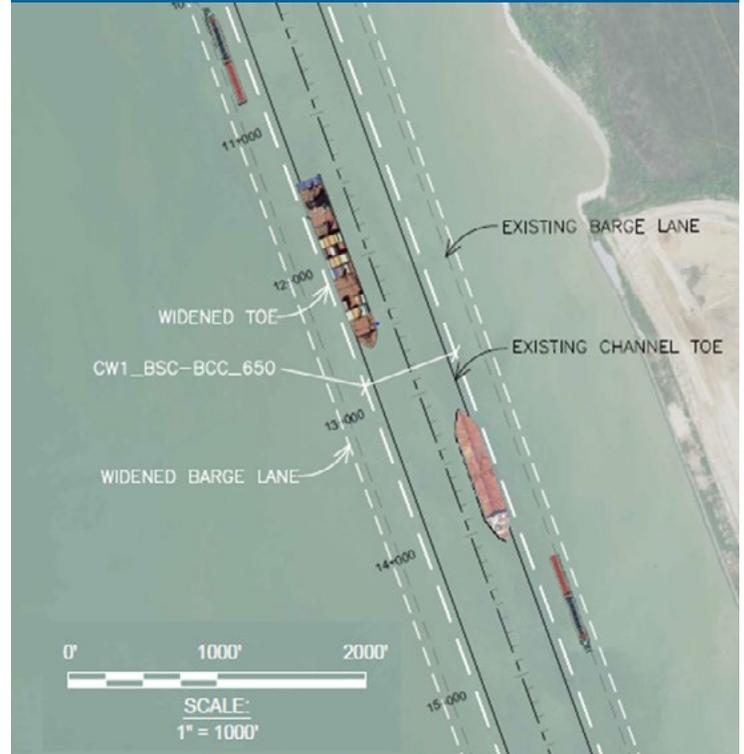
Study Alternatives

Eight alternative plans were developed to evaluate improved navigation as measured by reduced transportation costs for the projected vessel fleet forecast. The eight alternatives were developed around addressing the unique problems, restrictions, and needs of each design vessel, and combinations of them. The study analyzed these alternatives against the No-Action Alternative to determine which plan maximized transportation cost savings on the HSC system. That plan, identified as the TSP, would be carried forward in the study process for further refinement and evaluation. The eight alternative plans include:

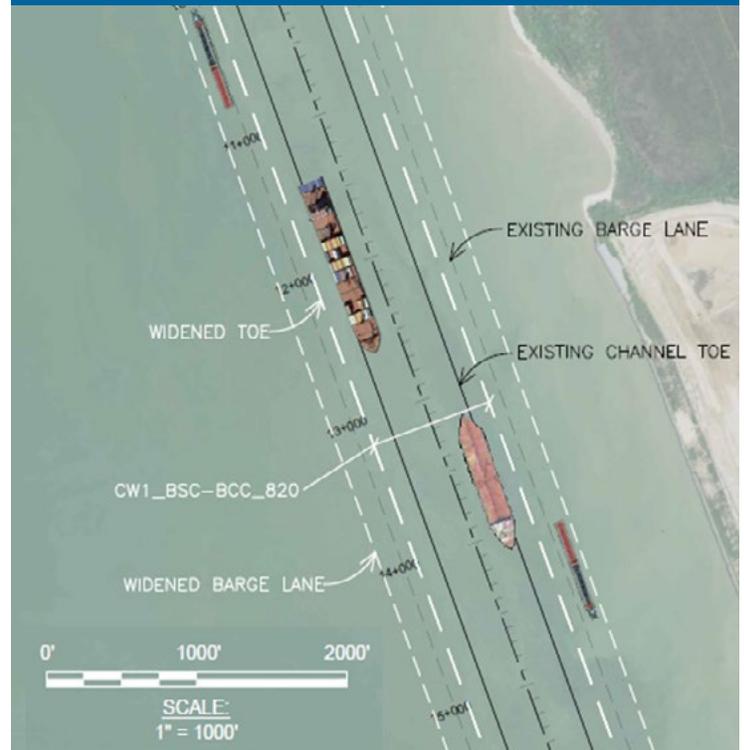
- ▶ **Alternative 1** – Minimum System Wide Plan
(No Bay Widening)
- ▶ **Alternative 2** – Bay Plan
- ▶ **Alternative 3** – Suezmax Plan
- ▶ **Alternative 4** – Aframax Plan
- ▶ **Alternative 5** – Bulk, Tankers, & Vehicle Carriers Plan
- ▶ **Alternative 6** – Bay Mooring Plan
- ▶ **Alternative 7** – Upper Channel Mooring Plan
- ▶ **Alternative 8** – The Comprehensive Plan



Channel widening with associated barge lane relocation: 650 feet

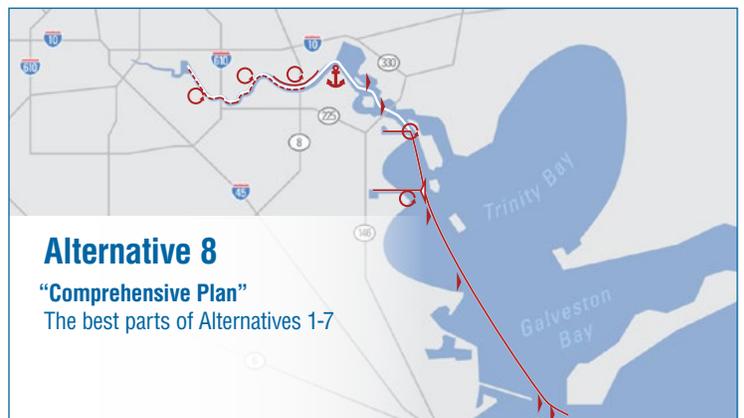
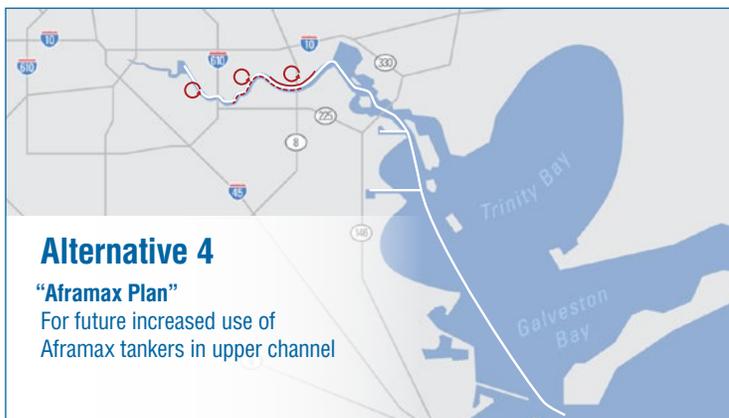
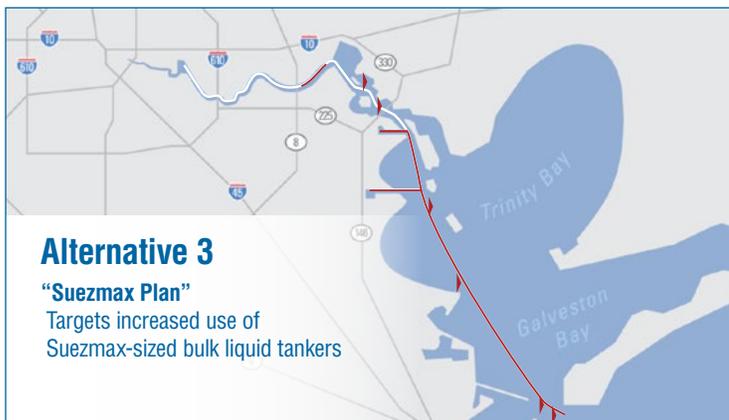
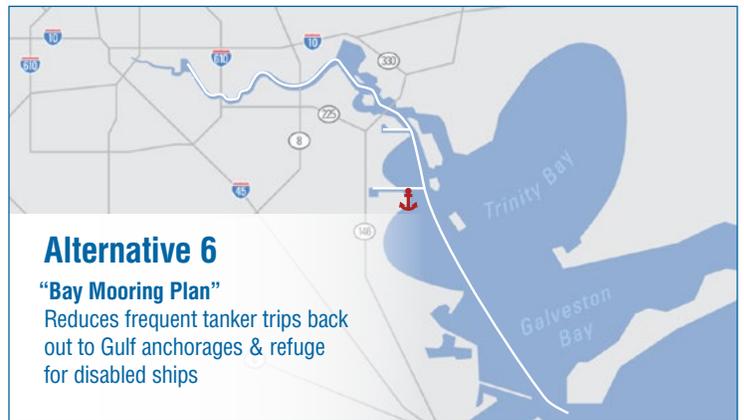
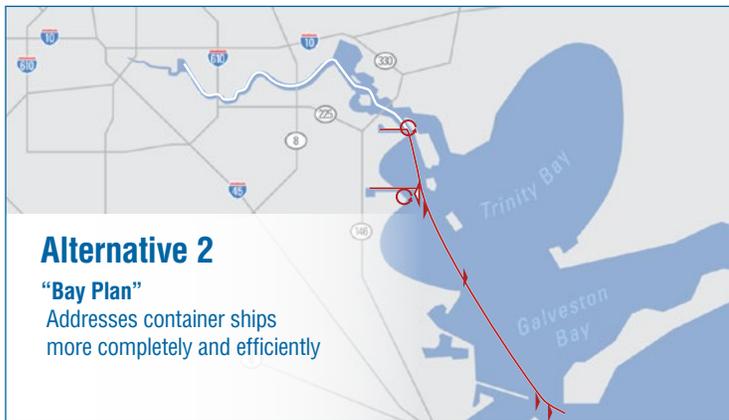
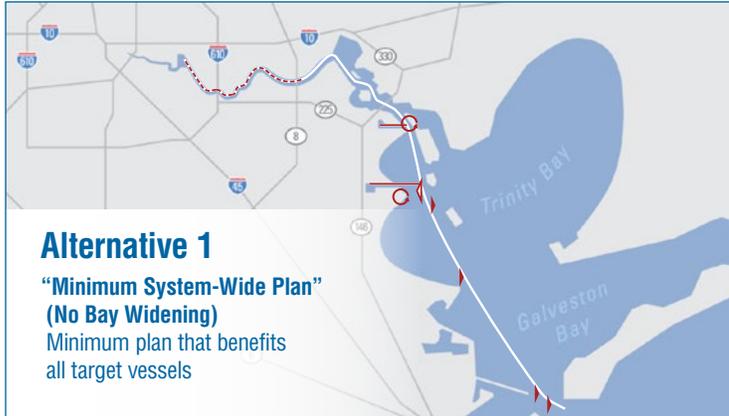


Channel widening with associated barge lane relocation: 820 feet

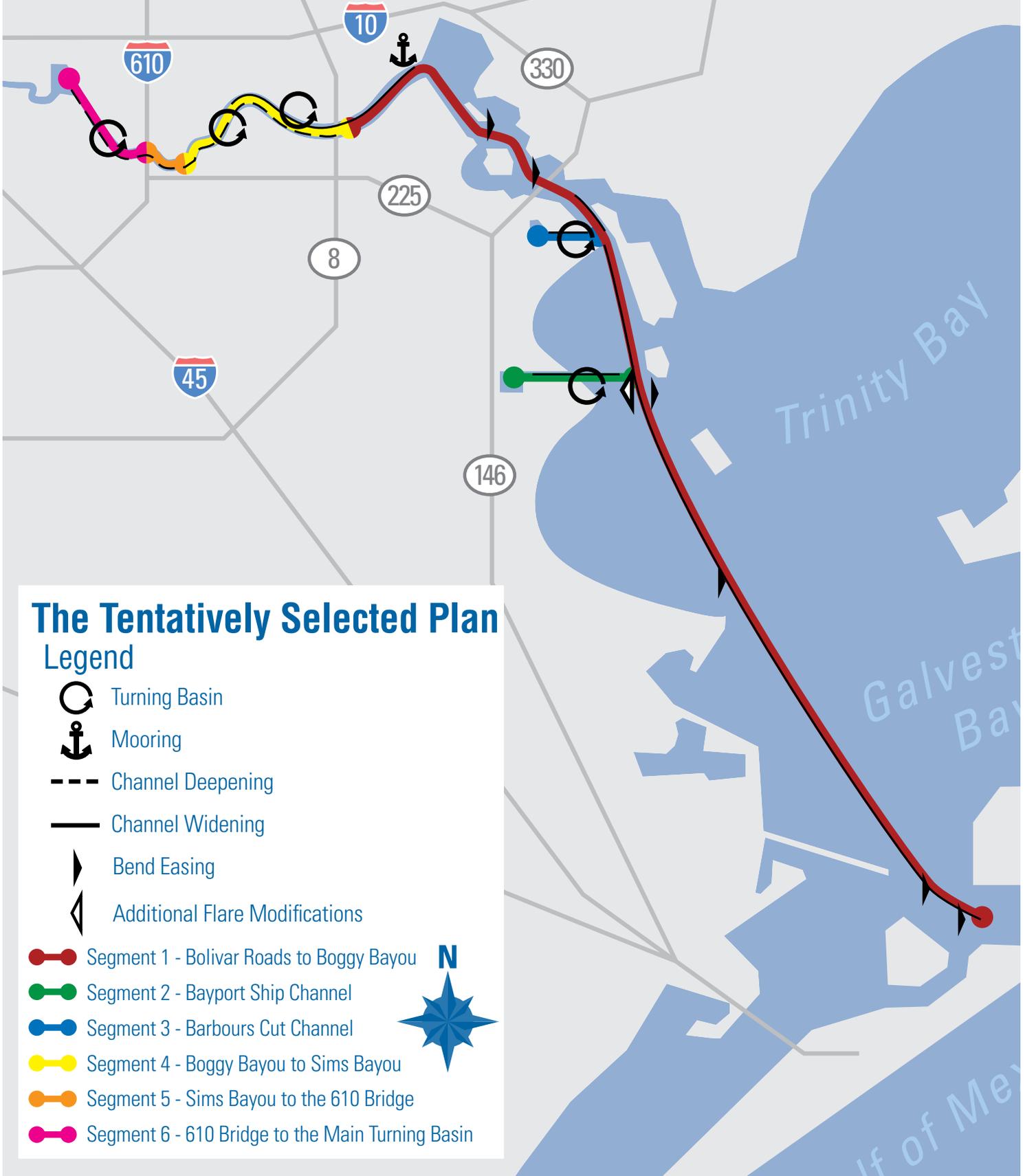


Study Alternatives

Legend  Turning Basin  Mooring  Channel Deepening  Channel Widening  Bend Easing 

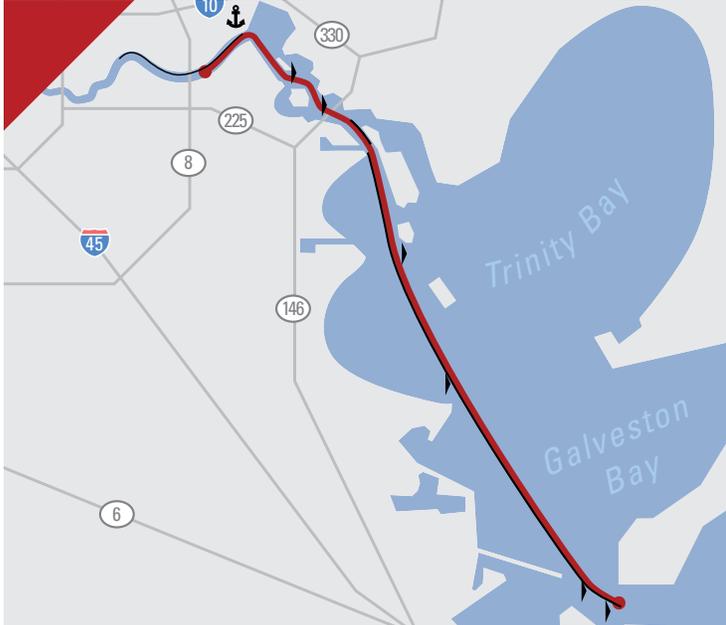


The Tentatively Selected Plan (TSP)



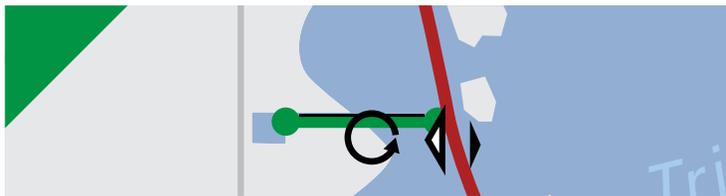
The Tentatively Selected Plan Continued...

Identified as Alternative 8, the TSP is a system-wide plan that best meets the study objectives. When compared to the other alternatives, this alternative most effectively reduces (and in some cases, could eliminate) Pilot Rule restrictions for transit on the HSC, while concurrently improving safety. The TSP would implement the following features:



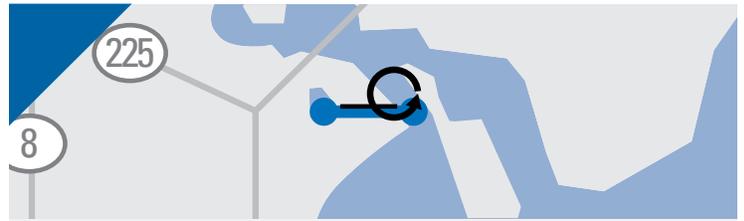
Segment 1

- ▶ Four bend easings on the HSC in the Bay Reach with associated relocation of barge lanes
- ▶ Widening, in whole or in part, of the HSC between Bolivar Roads and the Barbour's Cut Channel from 530 feet to between 650 and 820 feet with the associated relocation of barge lanes
- ▶ A new multi-purpose mooring facility on the HSC near the San Jacinto Monument
- ▶ Re-evaluation of the size and depth of the barge lanes along the HSC to ensure proper continued use by barges
- ▶ Further examination of a minor widening near Hog Island and nearby bend easings to improve safety



Segment 2

- ▶ Flare expansion on the Bayport Ship Channel
- ▶ A shoaling attenuation structure near the Bayport Ship Channel flare
- ▶ Widening of the Bayport Ship Channel from 300 - 400 feet to 455 feet
- ▶ Addition of a turning basin at the mouth of the Bayport Ship Channel land cut



Segment 3

- ▶ Widening the Barbour's Cut Channel from 300 feet to 455 feet
- ▶ Construction of a combination flare and turning basin at the entrance to Barbour's Cut Channel



Segment 4

- ▶ Deepening the HSC from Boggy Bayou to Sims Bayou from 41.5 feet up to 46.5 feet
- ▶ Widening the HSC from San Jacinto to Greens Bayou from 400 feet to 530 feet
- ▶ Addition and improvement of turning basins



Segment 5

- ▶ Deepening the HSC from Sims Bayou to the I-610 Bridge from 37.5 feet up to 41.5 feet



Segment 6

- ▶ Deepening the HSC from the I-610 Bridge to the Main Turning Basin up to 41.5 feet
- ▶ Improvement of turning basin

Effects on Environmental Quality?

Effects of the TSP on significant natural resources include temporary impacts to unvegetated estuarine bay and river bottom and impacts to oyster reefs which will be mitigated. Between approximately 2,100 and 2,770 acres of estuarine river bottom in the upper HSC, and bay bottom in Galveston Bay, would be temporarily impacted by dredging, and would be expected to recolonize and recover following dredging. It is estimated that a range between 469 and 538-acres of oyster reef adjacent to the HSC in Galveston Bay would be permanently impacted but would be mitigated by restoring reefs in adjacent areas of Galveston Bay. Though these impacts are considered permanent, previous HSC improvements have experienced oysters recolonizing areas that were impacted. Other environmental impacts being evaluated are to threatened and endangered sea turtle species if hopper dredging is used. Hopper dredge use is expected to be limited. A biological assessment is being coordinated with the National Marine Fisheries Service and U.S. Fish and Wildlife Service. Standard best management practices currently used with hopper dredging in the Gulf of Mexico would be employed to avoid significant adverse impacts.

Dredged Material Management Plan (DMMP)

During feasibility-level analysis and design, a programmatic DMMP will be developed for the project. To develop the least cost placement plan, the most cost-efficient methods to dredge and place the material from each reach will be determined, and the plan will rely on existing placement areas (PAs), including the existing Offshore Dredged Material Disposal Site No. 1, as much as possible.

In consistency with the Corp's planning guidance, a DMMP will be developed once the TSP has been approved to allow greater focus on selecting the most appropriate channel improvement project alternatives. The study team expects to build upon the successes of the last Federal Study and beneficially use dredge materials to minimize impacts to the system to the extent practicable.

Due to the complexity of the HSC system, the study expects the use of multiple PAs near the channels spaced throughout the project area to allow significant flexibility and efficiency for dredging while minimizing impacts to the environment. New PAs that may be developed are generally desired to be within five miles of the HSC, Bayport Ship Channel, and Barbour's Cut Channel, but may range up to 7.5 miles or greater depending on the need and cost.

Construction of the TSP would generate an approximate range of 27.6- 52.5 MCY of dredged material. The 50-year incremental O&M quantity would generate an approximate range of 79.3-116.9 MCY of dredged material. The formulation of the DMMP for construction and O&M will require a programmatic approach to determine the least cost placement plan that utilizes the most cost-efficient methods to dredge and place the material from each reach.

What will happen next?

The study team will document and review the comments received and prepare responses to the comments. The TSP will be further analyzed and the DIFR-EIS will be refined. At this stage, the agency has considered all impacts of the proposed plan, and the input from public and agency comments before making the final recommendation and documentation. This is the stage where in-depth engineering and environmental analysis occurs. A Final IFR-EIS will be expected in July 2019. The Final IFR-EIS will then be submitted to Corps Headquarters for signature. A draft Record of Decision (ROD) is part of the Chief's Report package. The ROD will be signed by the Assistant Secretary of the Army for Civil Works.

How do I participate in the study process?

You may participate in this process by providing comments for consideration by the study team. Public involvement is integral to assessing the environmental consequences of the proposed project and improving the quality of the environmental and feasibility study decision making. The Corps is using this meeting to receive citizens' comments on the proposed Tentatively Selected Plan and to provide thoughts about the DMMP opportunities and potential options.

The Corps encourages full public participation to promote open communication on the issues surrounding the study. In addition, participation by federal, state, local agencies, and other interested organizations is encouraged.

Study Milestones:

- ▶ Final submittal for scoping comments – **May 26, 2016**
- ▶ Selection of focused alternatives – **July 2016**
- ▶ Identify a Tentatively Selected Plan (TSP) – **April 2017**
- ▶ DIFR-EIS/TSP made available for public review – **Sep. 2017**
- ▶ Final IFR-EIS published in the Federal Register for final comment – **July 2019**

Who do I contact for more information or to provide comments?

Mail: **U.S. Army Corps of Engineers, Galveston District**
Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning
& Environmental Center
P.O. Box 1229
Galveston, Texas 77553 1229

E-mail: **HSC-ECIP@usace.army.mil**

*All comments must be received or postmarked by **November 13, 2017***

More information available online at:
<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

**US Army Corps
of Engineers®**
Galveston District

Guía de Estudio

Otoño
2017

Acerca del Estudio

La Declaración de Impacto Ambiental (EIS) y el Estudio de Factibilidad para el Proyecto de Mejoramiento del Canal de la Expansión del Canal de Navegación de Houston propuesto (HSC ECIP) pretenden identificar y evaluar una combinación de modificaciones para mejorar la eficiencia y la seguridad del Canal de Navegación de Houston. El Cuerpo de Ingenieros del Ejército de los EE.UU., o el Cuerpo de Ingenieros, es quien dirige este estudio en colaboración con el Patrocinador no Federal, el Puerto de Houston. El Cuerpo de Ingenieros dirige el desarrollo del EIS y su propio Estudio de Factibilidad. La preparación del EIS y del Estudio de Factibilidad se llevan a cabo simultáneamente para dar como resultado un único documento integrado con el Estudio de Factibilidad y el EIS, o Proyecto de Reporte Integral de Factibilidad y de Declaración de Impacto Ambiental (DIFR-EIS). El DIFR-EIS documenta el proceso de planificación efectuado para el Estudio de Factibilidad ECIP HSC. Actualmente el estudio ha preparado y revisado alternativas para identificar el Plan Tentativamente Seleccionado (TSP, por sus siglas en inglés), el cual es el plan preferido propuesto para someterlo a una revisión técnica simultánea de política pública por la agencia y una Revisión de pares Independiente Externa.

Acerca del Canal de Navegación de Houston

La eficiencia y seguridad permanentes del Canal de Navegación de Houston son esenciales para mantener la salud de la economía regional y estatal.

- ▶ El Canal de Navegación de Houston tiene aproximadamente 50 millas de largo y da servicio a un complejo de distintas instalaciones públicas y privadas conocidas colectivamente como el Puerto de Houston.
- ▶ El Puerto de Houston es una puerta estratégica de entrada para carga con origen en o con destino al Oeste o Medio Oeste de los Estados Unidos. Cada año, más de 200 millones de toneladas de carga pasan a través del Puerto de Houston, transportadas por más de 9,000 embarcaciones y 200,000 barcazas
- ▶ Un reporte de la Ley de Desarrollo de Recursos Hidráulicos (WRDA) sección 905b fue preparado en 2014 recomendando estudios adicionales para mejorar el Canal de Navegación de Houston

Datos rápidos:

El Puerto de Houston es:

- ▶ 1ro en los EE.UU. en cuanto a tonelaje transportado por agua desde el extranjero
- ▶ 3ro en valor total de carga del extranjero
- ▶ El puerto de contenedores más grande de la Costa del Golfo, que maneja el 68% del tráfico de contenedores en la Costa del Golfo de Estados Unidos en 2016
- ▶ 2do en los EE.UU. en cuanto a tonelaje total
- ▶ El puerto más grande de Texas con 46% de participación de mercado por tonelaje y 95% de participación de mercado en contenedores por unidades totales en 2016

El Puerto de Houston:

- ▶ Las empresas relacionadas con los canales de embarques contribuyen casi con 1.2 millones de empleos en todo Texas, generando más de \$264.9 mil millones en impacto económico a nivel estatal.
- ▶ \$5 mil millones en ingresos fiscales estatales y locales son generados por la actividad comercial relacionada con el puerto cada año.



¿Qué es una Declaración de Impacto Ambiental (EIS)?

Una agencia federal debe preparar un EIS si está proponiendo una acción federal importante que pudiera afectar significativamente la calidad del entorno natural y humano para cumplir con la Ley de Política Ambiental Nacional (NEPA). La NEPA estableció en 1969 las políticas ambientales nacionales de nuestro país. El proceso de revisión ambiental se esfuerza por facilitar decisiones mejor fundamentadas e involucrar a los ciudadanos, y el Cuerpo de Ingenieros tratará de involucrar a los numerosos actores interesados del canal de navegación a lo largo de este proceso de estudio.

¿Qué es un estudio de factibilidad?

Todos los proyectos federales mayores de recursos hidráulicos, incluyendo la navegación, deben seguir un proceso de estudio que evalúe las soluciones propuestas a problemas, como la navegación ineficiente, mediante el análisis de los impactos de ingeniería

económicos, ambientales, de costos, inmobiliarios y otros aspectos de soluciones alternativas. Este proceso de estudio, que consta de seis pasos principales, se utiliza para identificar un plan de mayor valor para la economía nacional, consistente con proteger el medio ambiente del país y sigue los principios y pautas en las leyes federales sobre recursos hidráulicos y las regulaciones del Cuerpo de Ingenieros.

¿En dónde estamos en el proceso de estudio?

Estamos a medio camino del proceso de estudio. Hemos formulado y analizado alternativas para identificar un Plan Tentativamente Seleccionado de mejoras al canal para ser revisado y comentado por el público y las agencias. Esto ha dado como resultado el DIFR-EIS. Después de revisar los comentarios del público y a través de la coordinación de la agencia, los consideraremos durante la siguiente fase del análisis detallado y refinamiento del Plan Tentativamente Seleccionado.

El Proceso de Estudio



U.S. Army Corps of Engineers
(Agenicia Líder)



Port Houston
(Patrocinador no federal)



Usted
El público y los actores

La preparación del EIS y el Estudio de Factibilidad se están conduciendo simultáneamente para dar como resultado un documento integrado de Reporte de Estudio de Factibilidad y EIS o un DIFR-EIS.

1 Es mi responsabilidad el mantener la navegabilidad del Canal de Navegación de Houston, y es el momento de buscar mejorar el canal de navegación.

Nos gustaría participar como patrocinador sin participación federal.

2 ¡Voy a preparar un estudio de factibilidad y estudio de impacto ambiental, y necesito su ayuda!

Los posibles métodos de notificación pública

Noticias: ¡El Estudio está próximo!

TV: ¡El Estudio está próximo!

Radio: El Estudio está próximo

3 **Reunión para determinar el alcance**

Por favor, considere lo siguiente:

4 **Efectos Potenciales**

Socioeconómicos

Naturaleza del ambiente

Calidad del Aire y Agua

Histórico y cultural

5 Por favor, considere...

Propuesta de estudio de factibilidad

Propuesta de EIS

6 Estas son las alternativas propuestas

Informe del Estudio para el proyecto preliminar

Alternativa No Acción	Plan Recomendado
Alternativa 2	Alternativa 3

2017

Mis comentarios sobre el Informe del estudio del proyecto preliminar son...

7 **Análisis adicional de TSP**

Mis comentarios

Propuesta de estudio de factibilidad

Propuesta de EIS

8 Estas son las alternativas propuestas

Informe final del estudio

Alternativa No Acción	Plan Recomendado
Alternativa 2	Alternativa 3

2019

Veo que ha incluido mis comentarios en el resumen.

9 Tengo un Registro de Decisiones sobre el estudio de impacto ambiental y el estudio de factibilidad. Ahora puedo construir las mejoras en el canal.

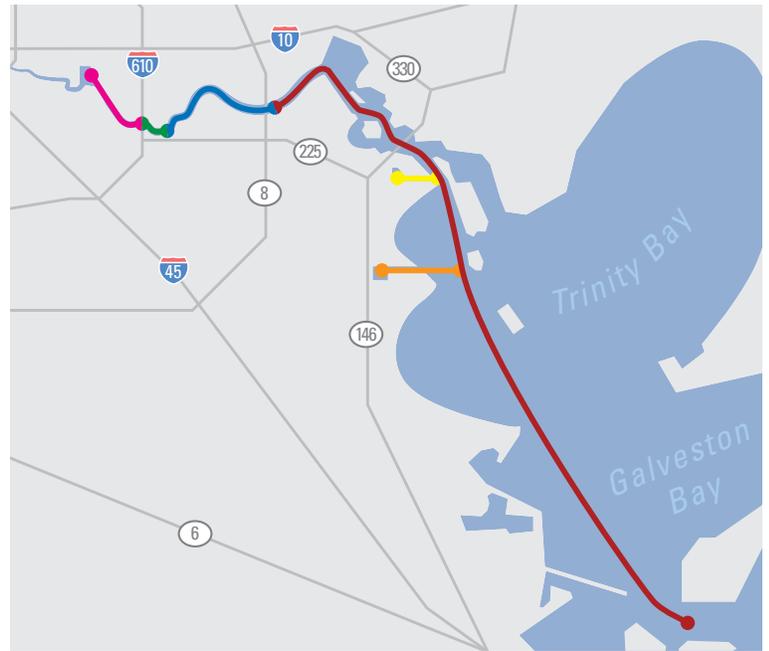
Estudio de Factibilidad

Registro de Decisiones

Canal de Navegación de Houston

Para este esfuerzo de estudio, el canal de navegación se ha dividido en seis segmentos:

-  Segmento 1 - Bolivar Roads a Boggy Bayou
-  Segmento 2 - Canal de Navegación Bayport
-  Segmento 3 - Canal Barbours Cut
-  Segmento 4 - Boggy Bayou a Sims Bayou
-  Segmento 5 - Sims Bayou al Puente 610
-  Segmento 6 - Puente 610 a Dársena Principal de maniobras



Dimensiones del Canal autorizadas a la fecha



¿Cuál es el enfoque del Estudio??

El estudio se centra en la factibilidad de mejorar la navegación en las 50 millas del Canal de Navegación. En general, se está evaluando todo el canal de navegación, excepto el canal de entrada al Golfo de México.

El enfoque del estudio incluye:

- ▶ Oportunidades para hacer más profundo y ancho el canal desde Boggy Bayou a la dársena principal de maniobras;
- ▶ Mejoras de seguridad en los canales laterales en el Canal de Navegación de Bayport y el Canal Barbours Cut mediante ensanchamiento; y
- ▶ Mejoras en la seguridad y eficiencia de Galveston Bay Reach para incluir la ampliación y la atenuación de las vueltas de los canales.

Objetivos del Estudio

1. Mejoras en la seguridad y eficiencia de Galveston Bay Reach para incluir la ampliación y la atenuación de las vueltas de los canales
2. Mejoras en la seguridad y eficiencia de Galveston Bay Reach para incluir la ampliación y la atenuación de las vueltas de los canales.
3. Evaluar las formas de reducir las demoras en el tráfico de embarcaciones.
4. Aumentar la seguridad del canal.
5. Establecer áreas para colocar el material dragado que sean ambientalmente adecuadas.

Para este esfuerzo de estudio, el canal de navegación se ha dividido en seis segmentos:

- ▶ **Segmento 1** – el Canal de Navegación de Houston desde Bolivar Roads hasta Galveston Bay y el Río San Jacinto hasta Boggy Bayou
- ▶ **Segmento 2** – el Canal de Navegación de Bayport
- ▶ **Segmento 3** – el Canal de Navegación de Barbours Cut
- ▶ **Segmento 4** – el Canal de Navegación de Houston desde Boggy Bayou hasta Sims Bayou, cerca del Túnel Washburnthe Washburn Tunnel
- ▶ **Segmento 5** – el Canal de Navegación de Houston desde Sims Bayou hasta el Puente 610
- ▶ **Segmento 6** – el Canal de Navegación de Houston río arriba del Puente 610 hasta la Dársena Principal de Maniobras



Acerca del Proceso de Estudio

Formulación del Plan

Puesto que el sistema del Canal de Navegación de Houston es Alternativas de estudio sumamente complejo y da servicio a muchos tipos de usuarios. Para abordar mejor los problemas de navegación identificados dentro del Canal de Navegación de Houston, el canal fue dividido en seis segmentos, y a cada segmento se le asignó una “embarcación de diseño” para ayudar a formular y seleccionar las medidas apropiadas que mejor aborden los problemas de navegación identificados en el Canal de Navegación de Houston. Las medidas, que son las bases para las alternativas, fueron desarrolladas y evaluadas a través de varias iteraciones de revisiones, tras las cuales se formularon los planes alternativos. Congruente con los conceptos de la Planificación SMART (Específico, Medible, Alcanzable, con riesgo informado, oportuno), la revisión y evaluación de estas medidas se basó en gran medida en la información existente disponible.

En total, se identificaron 45 medidas durante este proceso de planificación y 15 medidas se descartaron por razones ambientales, de ingeniería y económicas. Las restantes 30 medidas se remitieron y combinaron en planes alternativos.

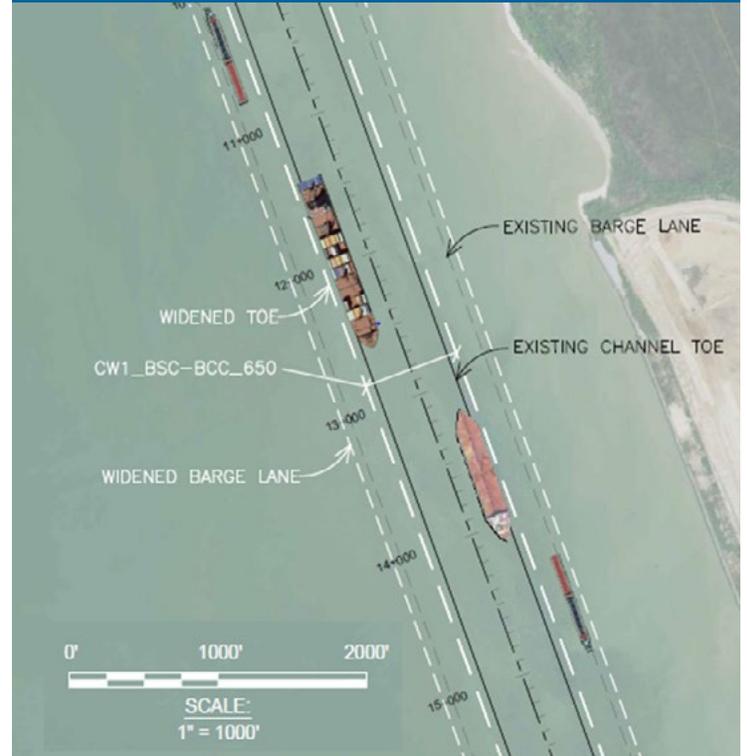
Alternativas de Estudio

Se desarrollaron ocho planes alternativos para evaluar la navegación mejorada, medida por los costos de transporte reducidos para el pronóstico de la flota de barcos proyectada. Las ocho alternativas se desarrollaron para abordar los problemas únicos, las restricciones y las necesidades de cada embarcación de diseño, y las combinaciones de los mismos. El estudio analizó estas alternativas en comparación con la Alternativa de No Acción para determinar cuál plan maximizaba el ahorro en costos en el sistema del Canal de Navegación de Houston. Dicho plan, identificado como TSP, se llevaría adelante en el proceso de estudio para un mayor refinamiento y evaluación. Los ocho planes alternativos incluyen:

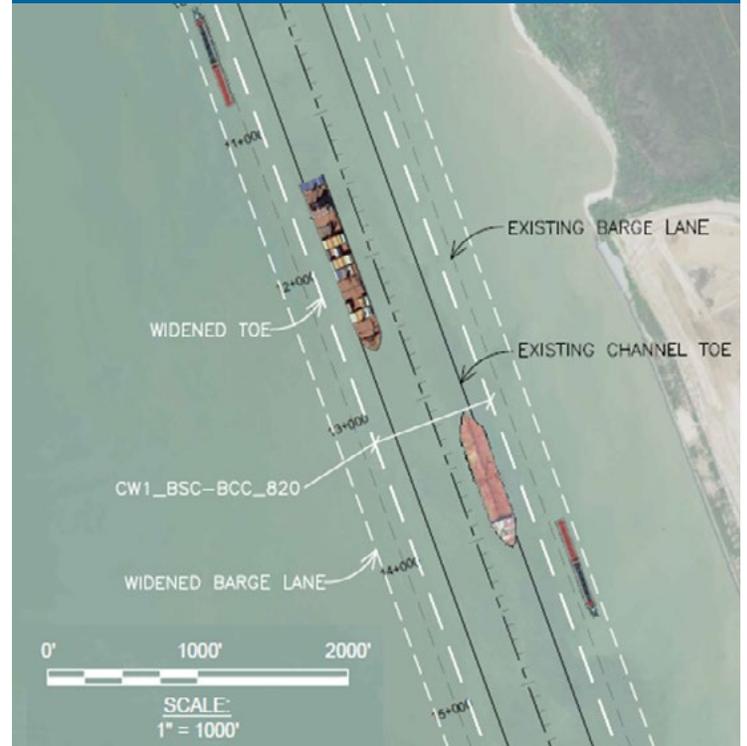
- ▶ **Alternativa 1** – Plan de Ampliación Mínima del Sistema
- ▶ (Sin ampliar la bahía)
- ▶ **Alternativa 2** – Plan de la Bahía
- ▶ **Alternativa 3** – Plan Suezmax
- ▶ **Alternativa 4** – Plan Aframax
- ▶ **Alternativa 5** – Plan de Embarcaciones a Granel, Buques Petroleros y Transporte de Vehículos
- ▶ **Alternativa 6** – Plan de Atraque en la Bahía
- ▶ **Alternativa 7** – Plan de Atraque en el Canal Superior
- ▶ **Alternativa 8** – El Plan Integral



Ensanchamiento del canal con reubicación de carril de barcazas: 650 pies

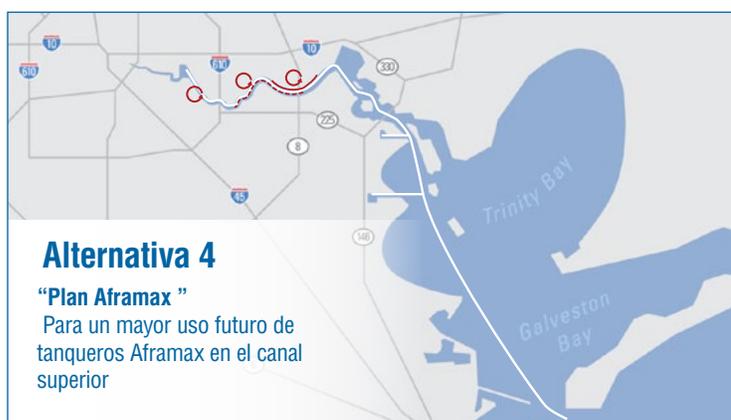
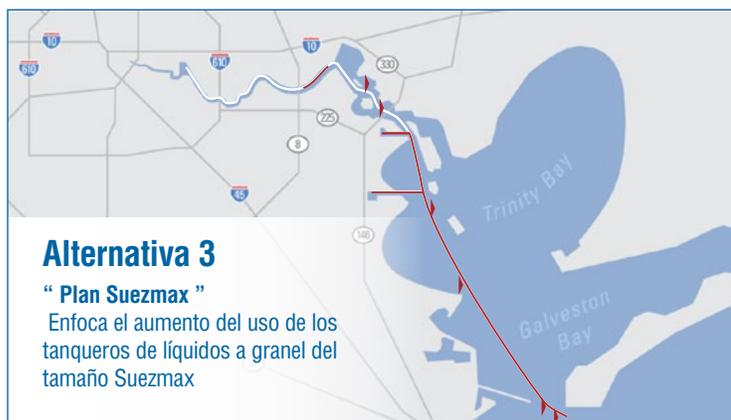
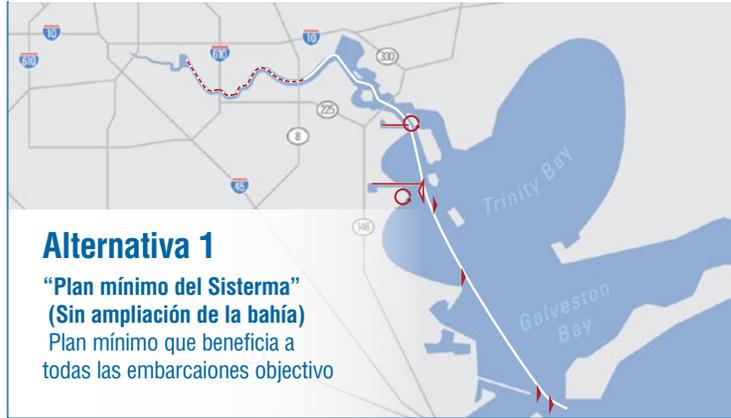


Ensanchamiento del canal con reubicación de carril de barcazas: 820 pies

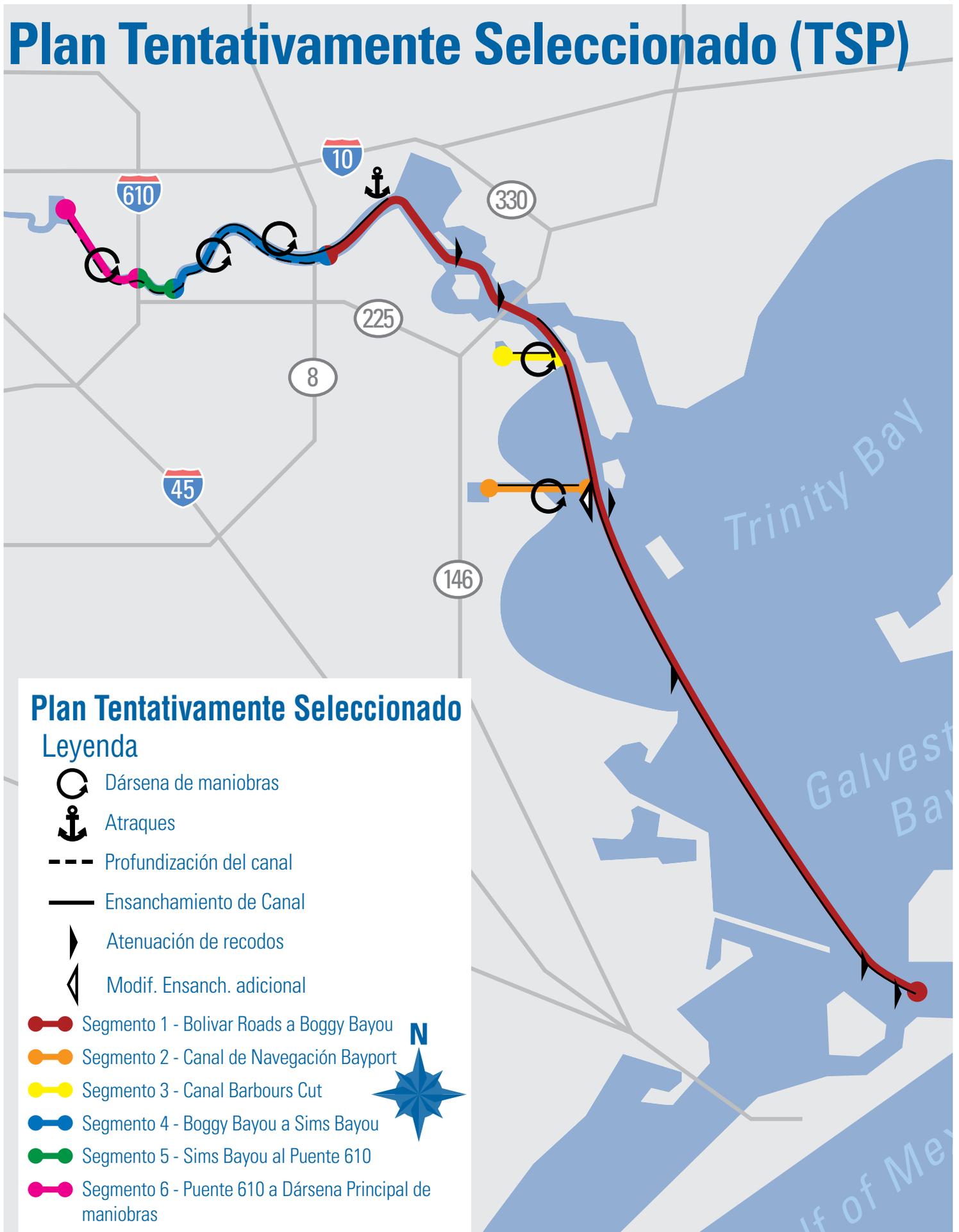


Alternativas de estudio

Legenda Dársena de manioras Atraque Profundización Ensanchamiento Atenuar recodos Modif. Ensanch. adicional



Plan Tentativamente Seleccionado (TSP)



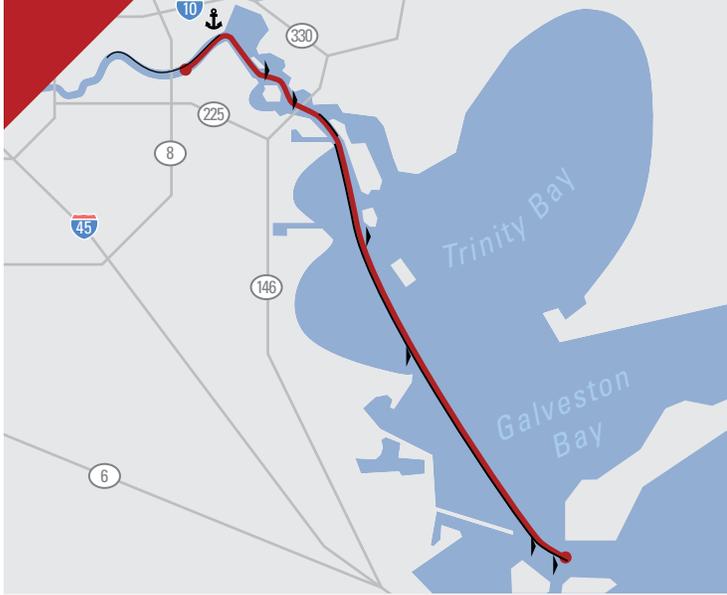
Plan Tentativamente Seleccionado

Leyenda

-  Dársena de maniobras
-  Atraques
-  Profundización del canal
-  Ensanchamiento de Canal
-  Atenuación de recodos
-  Modif. Ensanch. adicional
-  Segmento 1 - Bolivar Roads a Boggy Bayou
-  Segmento 2 - Canal de Navegación Bayport
-  Segmento 3 - Canal Barbour's Cut
-  Segmento 4 - Boggy Bayou a Sims Bayou
-  Segmento 5 - Sims Bayou al Puente 610
-  Segmento 6 - Puente 610 a Dársena Principal de maniobras

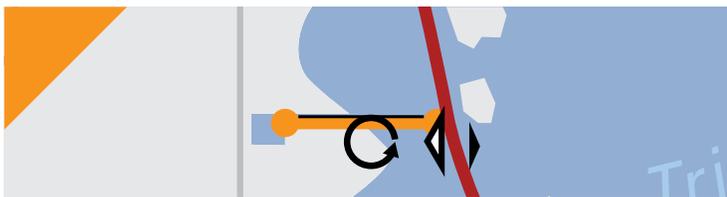
Plan Tentativamente Seleccionado, Continuación...

Identificado como Alternativa 8, es el plan a nivel sistema que mejor cumple con los objetivos del estudio. Cuando se compara con las otras alternativas, esta alternativa reduce de manera más eficiente (y en algunos casos pudiera eliminar las restricciones de la Regla de Pilotos) para tránsito 8 en el Canal de Navegación de Houston, y al mismo tiempo aumenta la seguridad. El Plan Tentativamente Seleccionado implementaría lo siguiente:



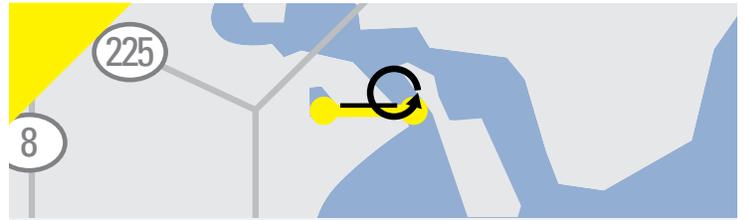
Segmento 1

- ▶ Cuatro atenuaciones de recodo en el HSC en Bay Reach con la reubicación asociada de carriles de barcaza
- ▶ Ensanchamiento, en todo o en parte, del HSC entre Bolívar Roads y el Canal de Corte Barbours de 530 pies a entre 650 y 820 pies con la reubicación asociada de carriles de barcaza
- ▶ Una nueva instalación de atraque de uso múltiple en el HSC cerca del Monumento San Jacinto
- ▶ Reevaluación del tamaño y profundidad de líneas de barcaza a lo largo del HSC para asegurar el uso correcto y continuo por barcazas
- ▶ Examen adicional de un ensanchamiento menor cerca de Hog Island y atenuación de recodos cercanas para mejorar la seguridad



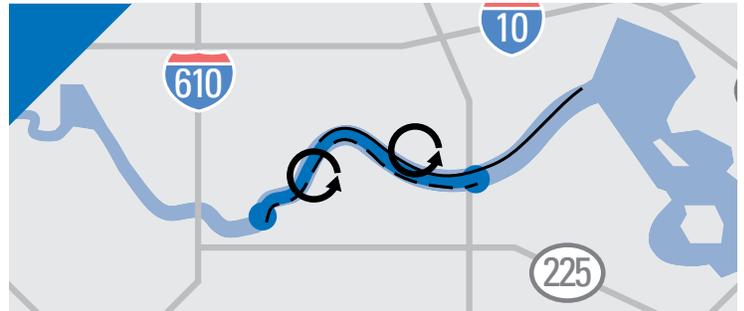
Segmento 2

- ▶ Expansión del área en el Canal de Navegación de Bayport
- ▶ Una estructura para atenuar el asomeramiento cerca de la Expansión del Canal de Navegación de Bayport
- ▶ Ampliación del Canal de Navegación de Bayport de los 300 a 400 pies existentes del canal, a un canal de 455 pies de ancho
- ▶ Agregar una dársena de maniobras en la boca del corte en tierra del Canal de Navegación de Bayport Cut



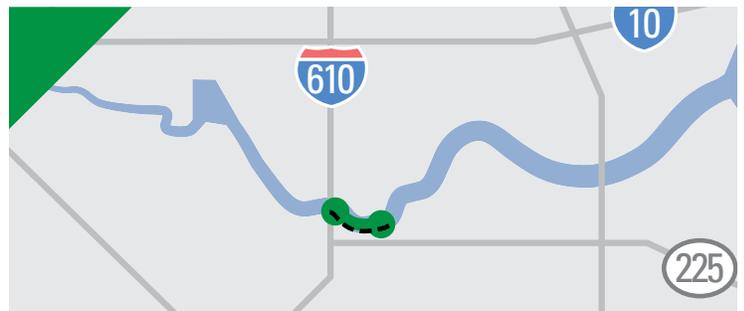
Segmento 3

- ▶ Ampliar el Canal Barbours Cut de los 300 pies existentes a 455 pies
- ▶ Construcción de una combinación de extensión de área y dársena de maniobras en la entrada al Canal Barbours Cut



Segmento 4

- ▶ Profundizar el HSC de Boggy Bayou a Sims Bayou de 41.5 pies a 46.5 pies
- ▶ Ensanchamiento del HSC de San Jacinto a Greens Bayou de 400 pies a 530 pies
- ▶ Adición y mejora de dársenas de maniobra



Segmento 5

- ▶ Hacer más profundo el Canal de Navegación de Houston desde Sims Bayou al Puente I-610 del calado existente de 37.5 pies hasta 41.5 pies



Segment 6

- ▶ Excavar el Canal de Navegación de Houston desde el Puente I-610 hasta la Dársena Principal de Maniobras a un calado de 41.5 pies
- ▶ Mejora de la dársena de maniobras

Efectos en la Calidad Ambiental?

Los efectos del Plan Tentativamente Seleccionado sobre los recursos naturales importantes incluyen los estuarios sin vegetación de la bahía y el lecho del río; los impactos sobre los arrecifes de ostras adyacentes se mitigarán. Entre aproximadamente 2,100 y 2,770 acres de lecho de río estuarino en la parte alta del Canal de Navegación de Houston, y del lecho de la Bahía de Galveston, se verían afectadas temporalmente por el dragado, y se esperaría que se recolonizarán y se recuperarán después de las actividades de dragado. Se estima que un rango de entre 469 y 538 acres de arrecife de ostras adyacente al Canal de Navegación de Houston en la Bahía de Galveston se vería afectado permanentemente, pero se mitigaría mediante la restauración de arrecifes en las áreas adyacentes de la Bahía de Galveston. Aunque estos impactos se consideran permanentes, las mejoras anteriores al Canal de Navegación de Houston han experimentado áreas de recolonización de ostras que se vieron afectadas. Otros impactos ambientales que se están evaluando son los relativos a las especies de tortugas marinas amenazadas y en peligro si se utiliza el dragado con tolvas. Se espera que el uso de la draga de tolva sea limitado. Se está coordinando una evaluación biológica con el Servicio Nacional de Pesquerías Marinas y el Servicio de Pesca y Vida Silvestre de los Estados Unidos. Para evitar los impactos adversos significativos se emplearían las mejores prácticas estándar de manejo actualmente utilizadas con el dragado mediante tolvas en el Golfo de México.

Plan de Manejo de Material Dragado(DMMP)

Durante el análisis y diseño de factibilidad, se desarrollará un DMMP programático para el proyecto. Para desarrollar el plan de reemplazo de menor costo, se tendrán que determinar los métodos más costo-eficientes para dragar y colocar el material de cada alcance y dependerá de las áreas de colocación (PA, por sus siglas en inglés) existentes lo más que se pueda.

Congruente con la orientación de planificación del Cuerpo de Ingenieros, se desarrollará un DMMP una vez que se haya aprobado el Plan Tentativamente Seleccionado para permitir un mayor enfoque al seleccionar las alternativas más adecuadas del proyecto de mejoras del canal. El equipo de estudio espera basarse en los éxitos del último Estudio Federal y usar a su ventaja los materiales dragados para minimizar los impactos al sistema, hasta donde sea práctico.

Debido a la complejidad del sistema del Canal de Navegación de Houston, el estudio espera el uso de múltiples PA cerca del canal colocados espaciados en toda el área del proyecto para permitir una flexibilidad y eficiencia importante al dragar y al mismo tiempo minimizar los impactos al ambiente. Las nuevas PA que se pudieran desarrollar por lo general se desea que se encuentren dentro de cinco millas del Canal de Navegación de Houston, el Canal de Navegación de Bayport y el Canal de Barbours Cut, pero pueden variar hasta 7.5 millas o más, dependiendo de la necesidad y el costo.

La construcción del TSP generaría un rango aproximado de 27.6-52.5 MCY de material dragado. La cantidad de operación y mantenimiento en incrementos de 50 años generaría un rango de aproximadamente 79.3-116.9 MCY de material dragado. La formulación del DMMP para construcción y la operación y el mantenimiento requerirá un enfoque programático para determinar el plan de colocación de menor costo que utilice los métodos más rentables para dragar y colocar el material desde cada extremo.

¿Qué pasará después?

El equipo de estudio documentará y revisará los comentarios recibidos y preparará las respuestas a los comentarios. El TSP se analizará más y se refinará el DIFR-EIS. En esta etapa, la agencia ha considerado todos los impactos del plan propuesto, y los aportes de los comentarios del público y de la agencia antes de hacer la recomendación final y la documentación. Esta es la etapa en la que se lleva a cabo un análisis ambiental y de ingeniería a profundidad. Se espera un IFR-EIS final en julio de 2019. El IFR-EIS final se enviará a las Oficinas Generales del Cuerpo de Ingenieros para su firma. Un borrador del Registro de Decisión (ROD) es parte del paquete del Reporte del Jefe. El ROD será firmado por el Subsecretario del Ejército para Obras Civiles.

¿Cómo participo en el proceso de estudio?

Puede participar en este proceso proporcionando comentarios para que sean considerados por parte del equipo de estudio. La participación pública es integral para evaluar las consecuencias ambientales del proyecto propuesto y mejorar la calidad de la toma de decisiones en el estudio ambiental y de factibilidad. El Cuerpo de Ingenieros está utilizando esta reunión para recibir los comentarios de los ciudadanos sobre el Plan tentativamente propuesto seleccionado y para proporcionar ideas sobre las oportunidades y posibles opciones del DMMP.

El Cuerpo de Ingenieros fomenta la participación pública plena para promover una comunicación abierta sobre los temas que rodean el estudio. Además, se alienta la participación de agencias federales, estatales, locales y de otras organizaciones interesadas.

Hitos del Estudio:

- ▶ Entrega final de comentarios sobre el alcance –**26 de mayo, 2016**
- ▶ Selección de alternativas enfocadas – **Julio 2016**
- ▶ Identificar un Plan Tentativamente Seleccionado (TSP)– **Abril 2017**
- ▶ El DIFR-EIS/TSP se pone a disposición del público para su revisión – **Septiembre 2017**
- ▶ El IFR-EIS final publicado en el Registro Federal para comentarios finales – **Julio 2019**

¿A quién acudo para obtener más información o para proporcionar comentarios?

Correo: **U.S. Army Corps of Engineers, Galveston District Attn: Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center**
P.O. Box 1229 Galveston, Texas 77553 1229

Correo electrónico: **HSC-ECIP@usace.army.mil**

Todos los comentarios se deben recibir o tener el matasellos del **13 de noviembre, 2017**

Más información disponible en línea en: **<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>**

Public Meeting Agenda
English & Spanish



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

PUBLIC MEETING AGENDA

**DRAFT INTEGRATED FEASIBILITY REPORT & ENVIRONMENTAL IMPACT STATEMENT
FOR THE U.S. ARMY CORPS OF ENGINEERS
PROPOSED HOUSTON SHIP CHANNEL EXPANSION CHANNEL IMPROVEMENT PROJECT
HARRIS, CHAMBERS, AND GALVESTON COUNTIES, TEXAS**

6:30 – 7:15 PM – Open House

7:15 – 7:30 PM – Introductions and Informational Presentation
Led by the U.S. Army Corps of Engineers

7:30 – 8:30 PM – Public Commenting Period**
Facilitated by the U.S. Army Corps of Engineers

***Please note: To sign up to make a verbal comment, please see the staff at the Public Meeting Registration Booth.*



HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

AGENDA DE LA REUNION PUBLICA

**CUERPO DE INGENIEROS DE LOS ESTADOS UNIDOS
BORRADOR DE ESTUDIO INTEGRADO DE FACTIBILIDAD Y
DECLARACIÓN DE IMPACTO AMBIENTAL
PARA EL PROYECTO DE MEJORA PROPUESTO PARA EL CANAL DE NAVEGACIÓN DE HOUSTON
CONDADOS DE HARRIS Y GALVESTON, TEXAS**

6:30 – 7:15 PM – Casa Abierta

7:15 – 7:30 PM – Introducciones y Presentación Informativa

Dirigido Por El Cuerpo de Ingenieros de los Estados Unidos

7:30 – 8:30 PM – Período de Comentarios Públicos**

Facilitado Por El Cuerpo de Ingenieros de los Estados Unidos

*** Por favor tenga en cuenta: Para inscribirse para hacer un comentario verbal, consulte al personal en el de registro de la reunión pública.*

Spanish Informational Video Script



GUIÓN PARA EL VIDEO PARA EL PROYECTO DE MEJORAS PROPUESTO PARA EL CANAL DE NAVEGACIÓN DE HOUSTON

Gracias por su interés en el Proyecto de Mejoramiento del Canal de la Expansión del Canal de Navegación de Houston (Houston Ship Channel). Esta presentación tiene el fin de proporcionarle información acerca del Proyecto de Estudio de Factibilidad Integral y la Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) del Cuerpo de Ingenieros del Ejército de los E.E.U.U., que han sido preparados para documentar este estudio.

El fin de este estudio es identificar y evaluar una combinación de modificaciones para mejorar la eficiencia y seguridad de navegación en el Canal de Navegación de Houston.

Además de las reuniones previas en foros de consulta pública celebradas en mayo de 2016, le explicaremos cómo puede seguir participando en el proceso de estudio, y nos gustaría recibir sus comentarios.

Acerca del Canal de Navegación de Houston

El Canal de Navegación de Houston tiene aproximadamente 50 millas de largo y da servicio a un complejo de distintas instalaciones públicas y privadas conocidas colectivamente como el Puerto de Houston.

El Puerto de Houston es una parte integral de la economía regional y estatal. Cada año, más de 200 millones de toneladas de carga pasan por el Puerto de Houston, transportados por más de 9,000 embarcaciones y 200,000 barcasas.

El comercio relacionado con el canal de navegación contribuye cerca de uno punto dos millones de empleos en todo el estado de Texas, generando un impacto en el estado de más de \$264.9 billones. Además, las actividades comerciales relacionadas al puerto generan más de \$5 billones en ingresos por impuestos estatales y locales al año. La eficiencia y seguridad del Canal de Navegación de Houston son esenciales para mantener la salud de la economía regional y estatal.

El Cuerpo de Ingenieros del Ejército de los E.E.U.U., o el Cuerpo de Ingenieros, es quien dirige este estudio en colaboración con el Patrocinador no Federal, el Puerto de Houston. Este Proyecto de Reporte de Factibilidad Integral y Declaración de Impacto Ambiental (DIFR-EIS, por sus siglas en inglés) documenta el proceso de planificación seguido por el Estudio de Factibilidad del Proyecto de Mejoramiento del Canal de la Expansión del Canal de Navegación de Houston. El DIFR-EIS combina el mandato del Cuerpo de Ingenieros de seguir el proceso de planificación federal de 6 pasos para todos los proyectos federales principales de recursos de agua que consiste en desarrollar el estudio de factibilidad, con la obligación del Cuerpo de Ingenieros como una agencia

federal de preparar la Declaración de Impacto Ambiental para una acción principal federal que pudiera afectar considerablemente la calidad del ambiente natural y humano, para cumplir con la Ley de la Política Ambiental Nacional. Ver el material de apoyo para más detalles sobre lo que abarcan el estudio de factibilidad y el EIS. Actualmente el estudio ha preparado y revisado alternativas para identificar el Plan Tentativamente Seleccionado (TSP, por sus siglas en inglés), el cual es el plan preferido propuesto para someterlo a una revisión técnica simultánea de política pública por la agencia y una Revisión de pares Independiente Externa.

¿Cuál es el enfoque del estudio?

El enfoque del estudio es la factibilidad de mejorar la navegación en las 50 millas del Canal de Navegación de Houston. En general, se evaluará todo el canal de navegación, a excepción del canal de entrada en el Golfo de México. El enfoque del estudio incluye las oportunidades de hacerlo más profundo y amplio desde Boggy Bayou hasta la Dársena de Maniobras Principal; las mejoras de seguridad a los canales laterales en el Canal de Navegación de Bayport y el Canal de Barbours Cut a través de la ampliación; y mejoras en la seguridad y eficiencia de Galveston Bay Reach que incluirían ampliar y facilitar los recodos del canal.

Para este esfuerzo, el canal de navegación se ha dividido en seis Segmentos:

- Segmento 1 – el Canal de Navegación de Houston desde Bolivar Roads hasta Galveston Bay y el Río San Jacinto hasta Boggy Bayou
- Segmento 2 – el Canal de Navegación de Bayport
- Segmento 3 – el Canal de Navegación de Barbours Cut
- Segmento 4 – el Canal de Navegación de Houston desde Boggy Bayou hasta Sims Bayou, cerca del Washburn Tunnel
- Segmento 5 – el Canal de Navegación de Houston desde Sims Bayou hasta el Puente 610
- Segmento 6 – el Canal de Navegación de Houston río arriba del Puente 610 hasta la Dársena Principal de Maniobras

El estudio tiene varios objetivos:

1. Investigar cómo mejorar la eficiencia de navegación de calado profundo para que se adapte a las embarcaciones más grandes, actuales y futuras.



GUIÓN PARA EL VIDEO PARA EL PROYECTO DE MEJORAS PROPUESTO PARA EL CANAL DE NAVEGACIÓN DE HOUSTON

2. Evaluar maneras de reducir las demoras de tráfico de embarcaciones
3. Aumentar la seguridad del canal
4. Establecer áreas para colocar el material dragado que sean ambientalmente adecuadas

Formulación del Plan

Puesto que el sistema del Canal de Navegación de Houston es sumamente complejo y da servicio a muchos tipos de usuarios distintos, el canal se dividió en los ya mencionados seis segmentos, cada uno designado con una "embarcación de diseño" para ayudar a formular y a la larga seleccionar las medidas correspondientes que mejor solucionen los problemas de navegación identificados dentro del Canal de Navegación de Houston. Las medidas, que son las bases para las alternativas, fueron desarrolladas y evaluadas a través de varias iteraciones de revisiones, tras las cuales se formularon los planes alternativos. Congruente con los conceptos de la Planificación SMART, la revisión y evaluación de estas medidas se basó en gran medida en la información existente disponible.

En total, se identificaron 45 medidas durante este proceso de planificación y 15 medidas se descartaron por razones ambientales, de ingeniería y económicas. Las restantes 30 medidas se remitieron y combinaron en planes alternativos.

Alternativas a Considerarse

La gama final de alternativas consistió en una Alternativa de No Acción y ocho alternativas desarrolladas de las medidas restantes para solucionar temas como congestión, demoras de embarcaciones y prácticas ineficientes de carga de las embarcaciones en todo el canal, dirigido a distintos segmentos, con la meta final de aumentar la eficiencia de navegación en todo el sistema del Canal de Navegación de Houston.

En esta fase del estudio, para ajustarse a la planificación oportuna dictada por el proceso de planificación SMART, el Equipo de Desarrollo de Proyectos tomó la siguiente decisión para el desarrollo del componente principal de ampliación en varias alternativas, incluyendo el Plan Tentativamente Seleccionado:

En el Segmento 1, el Cuerpo de Ingenieros está evaluando un componente de ampliación del Canal de Navegación de Houston desde Bolivar Roads hasta el Canal Barbours Cut para resolver el tráfico de doble sentido para las embarcaciones anchas que se esperan en los pronósticos de flotas de embarcaciones. Se espera que la ampliación aumente el canal existente de 530 pies en 120 a 290 pies. Las dimensiones óptimas para un tránsito seguro y eficiente de embarcaciones serán

verificadas con simulaciones de embarcaciones futuras, las cuales permitirán perfeccionar el Plan Tentativamente Seleccionado después de los procesos de revisión simultánea. El largo de la ampliación del canal también se analizará en ese momento. Para efectos del EIS, se evaluaron la distancia y el ancho entero para proporcionar un impacto máximo. Esto es necesario para identificar y coordinar el grado de los posibles impactos ambientales de la ampliación. Se espera que los impactos reales sean menores una vez que se establezcan las dimensiones óptimas de diseño.

Alternativas del Estudio

Se desarrollaron ocho planes alternativos para evaluar la mejora en navegación medida en una reducción de costos de transportación para la flota de embarcaciones que se espera que use el canal. Las ocho alternativas se desarrollaron para resolver los problemas, restricciones y necesidades distintivas de cada embarcación de diseño, y las combinaciones de éstas. El estudio analizó estas alternativas en comparación con la Alternativa de No-Acción para determinar cuál plan maximizaba el ahorro en costos en el sistema del Canal de Navegación de Houston. Ese plan, identificado como el Plan Tentativamente Seleccionado, sería llevado más adelante en el proceso del estudio para perfeccionarlo y evaluarlo aún más.

Las ocho alternativas se identifican como:

- Alternativa 1 – Plan de Ampliación Mínima del Sistema (Sin ampliar la bahía)
- Alternativa 2 – Plan de la Bahía
- Alternativa 3 – Plan Suezmax
- Alternativa 4 – Plan Aframax
- Alternativa 5 – Plan de Embarcaciones a Granel, Buques Petroleros y Transporte de Vehículos
- Alternativa 6 – Plan de Atraque en la Bahía
- Alternativa 7 – Plan de Atraque en el Canal Superior
- Alternativa 8 – El Plan Integral

El Plan Tentativamente Seleccionado, identificado como la Alternativa 8, es el plan a nivel sistema que mejor cumple con los objetivos del estudio. Cuando se compara con las otras alternativas, esta alternativa reduce de manera más eficiente (y en algunos casos pudiera eliminar) las restricciones de la Regla de Pilotos para tránsito en el Canal de Navegación de Houston, y al mismo tiempo aumenta la seguridad. El Plan Tentativamente Seleccionado implementaría lo siguiente:



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Para el Segmento 1:

- Cuatro recodos en el Canal de Navegación de Houston en Bay Reach con la reubicación relacionada de los carriles para barcazas;
- Ampliar, todo o en parte, el Canal de Navegación de Houston entre Bolivar Roads y el Canal de Barbours Cut del ancho existente de 530 pies a entre 650 pies y 820 pies, con la reubicación relacionada de los carriles para barcazas;
- Agregar nuevas instalaciones múltiples de atraque en el Canal de Navegación de Houston cerca del Monumento de San Jacinto;
- Reevaluar el tamaño y profundidad de los Carriles para Barcazas en el Canal de Navegación de Houston para garantizar un uso adecuado continuo por las embarcaciones
- La ampliación en menor grado cerca de Hog Island y los recodos cercanos se examinarán a mayor detalle para mejorar la seguridad.

Para Segmento 2:

- Expansión del área en el Canal de Navegación de Bayport;
- Una estructura para atenuar el asomeramiento cerca de la Expansión del Canal de Navegación de Bayport;
- Ampliación del Canal de Navegación de Bayport de los 300 a 400 pies existentes del canal, a un canal de 455 pies de ancho;
- Agregar una dársena de maniobras en la boca del corte en tierra del Canal de Navegación de Bayport Ship.

Para el Segmento 3:

- Ampliar el Canal de Barbours Cut de los 300 pies existentes a 455 pies;
- Construcción de una combinación de extensión de área y dársena de maniobras en la entrada al Canal de Barbours Cut;

Para el Segmento 4:

- Hacer más profundo el Canal de Navegación de Houston desde Boggy Bayou hasta Sims Bayou del calado existente de 41.5 pies hasta 46.5 pies;
- Ampliar el Canal de Navegación de Houston desde San Jacinto hasta Greens Bayou del canal

existente de 400 pies de ancho hasta un canal de 530 pies

Para los Segmentos 5 y 6:

- Ampliar el Canal de Navegación de Houston desde Sims Bayou al Puente I-610 del calado existente de 37.5 pies hasta 41.5 pies
- Ampliar el Canal de Navegación de Houston desde el Puente I-610 hasta la Dársena Principal de Maniobras hasta un calado de 41.5 pies
- Y agregar y mejorar las dársenas de maniobras en los Segmentos 4 y 6

Efectos en la Calidad Ambiental

Los efectos principales en el Plan Tentativamente Seleccionado en los recursos naturales importantes serían impactos en los estuarios sin vegetación de la bahía y el fondo del río y a los arrecifes de ostiones adyacentes a las mejoras, los cuales serían más bien un efecto temporal a la fauna béntica y al uso de las especies de peces. Aunque los impactos a los arrecifes de ostiones por regulación se consideran permanentes en naturaleza y serán mitigados, las mejoras anteriores al Canal de Navegación de Houston han visto que los ostiones regresan al mismo hábitat que ha sido impactado. En cumplimiento con las mejores prácticas y la ley, el impacto a los arrecifes de ostiones será mitigado con la restauración de los arrecifes en la Bahía de Galveston adyacente.

Plan de Manejo de Material Dragado (DMMP)

Durante el análisis y diseño de factibilidad, se desarrollará un DMMP programático para el proyecto. Para desarrollar el plan de reemplazo de menor costo, se tendrán que determinar los métodos más costo-eficientes para dragar y colocar el material de cada alcance y dependerá de las áreas de colocación (PA, por sus siglas en inglés) existentes lo más que se pueda.

Congruente con la orientación de planificación del Cuerpo de Ingenieros, se desarrollará un DMMP una vez que se haya aprobado el Plan Tentativamente Seleccionado para permitir un mayor enfoque al seleccionar las alternativas más adecuadas del proyecto de mejoras del canal. El equipo de estudio espera basarse en los éxitos del último Estudio Federal y usar a su ventaja los materiales dragados para minimizar los impactos al sistema, hasta donde sea práctico.

Debido a la complejidad del sistema del Canal de Navegación de Houston, el estudio espera el uso de múltiples PA cerca del canal colocados espaciados en toda el área del proyecto para permitir una flexibilidad y



GUIÓN PARA EL VIDEO PARA EL PROYECTO DE MEJORAS PROPUESTO PARA EL CANAL DE NAVEGACIÓN DE HOUSTON

eficiencia importante al dragar y al mismo tiempo minimizar los impactos al ambiente. Las nuevas PA que se pudieran desarrollar por lo general se desea que se encuentren dentro de cinco millas del Canal de Navegación de Houston, el Canal de Navegación de Bayport y el Canal de Barbours Cut, pero pueden variar hasta 7.5 millas o más, dependiendo de la necesidad y el costo.

¿En dónde estamos en el proceso del estudio?

Nos encontramos a la mitad del proceso del estudio. Hemos formulado y analizado las alternativas para identificar un Plan Tentativamente Seleccionado sobre las mejoras al canal para revisión y comentarios por el público y las agencias. Esto ha resultado en el DIFR-EIS.

Después de revisar los comentarios del público y a través de la coordinación de la agencia, los consideraremos durante la siguiente fase de análisis detallado y perfeccionamiento del Plan Tentativamente Seleccionado.

Se realizará un análisis más detallado de costos, ingeniería y económico en conjunto con la simulación de embarcaciones y modelos hidrodinámicos para evaluar los efectos del Plan Tentativamente Seleccionado. Afinaremos el tamaño y configuración de las distintas medidas propuestas en base a los análisis adicionales.

¿Cómo participo en el proceso del estudio?

Puede participar en este proceso brindando sus comentarios para consideración por el equipo del estudio. La participación del público es necesaria para evaluar las consecuencias del proyecto propuesto y para mejorar la calidad de la toma de decisiones del estudio ambiental y de factibilidad. El Cuerpo de Ingenieros usará esta reunión para recibir los comentarios de la ciudadanía acerca del Plan Tentativamente Seleccionado propuesto y para externar opiniones sobre las oportunidades y posibles opciones del DMMP.

El Cuerpo de Ingenieros invita a una participación completa del público para promover una comunicación abierta en los temas relacionados con el estudio. Además, se invita la participación de las agencias federales, estatales y locales y otras organizaciones interesadas.

Los comentarios por escrito se pueden enviar a Dr. Kelly Burks-Copes, Coastal Section, Regional Planning & Environmental Center, P.O. Box 1229, Galveston, Texas 77553-1229. También se pueden enviar los comentarios vía electrónica a HSC-ECIP@usace.army.mil. Todos los comentarios se deben recibir o tener el matasellos al 13 de noviembre de 2017.

Puede obtener mayor información acerca del proyecto en línea en:

<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

Le agradecemos su participación y esperamos recibir sus comentarios. ¡Gracias!

Appendix G

Meeting Presentation

HOUSTON SHIP CHANNEL EXPANSION CHANNEL IMPROVEMENT PROJECT (HSC ECIP)



Public Meeting

Andrea Catanzaro
Project Manager

"The views, opinions and findings contained in this report are those of the authors(s) and should not be construed as an official Department of the Army position, policy or decision, unless so designated by other official documentation."



PORT HOUSTON
THE INTERNATIONAL PORT OF TEXAS



US Army Corps
of Engineers



U.S. ARMY

STUDY PURPOSE & AUTHORITY

STUDY PURPOSE: NAVIGATION

Reduce transportation costs while providing for safe, reliable navigation on the Houston Ship Channel (HSC) system

NON-FEDERAL SPONSOR:

Port of Houston Authority



STUDY AUTHORITY:

Section 216 of The Flood Control Act of 1970, P.L. 91-611
Dated December 31, 1970
(33 U.S.C. 569a)



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U.S. ARMY

HOUSTON SHIP CHANNEL SYSTEM

Segment

Existing Channel Characteristics & Problems

Boggy Bayou to Turning Basin

- **Narrow Channel,**
- **Insufficient channel depth**
- **Constrained vessel size**
- **Light loading, one-way traffic**

Barbours Cut Channel

- **Narrow channel**
- **Challenging configurations (flare)**

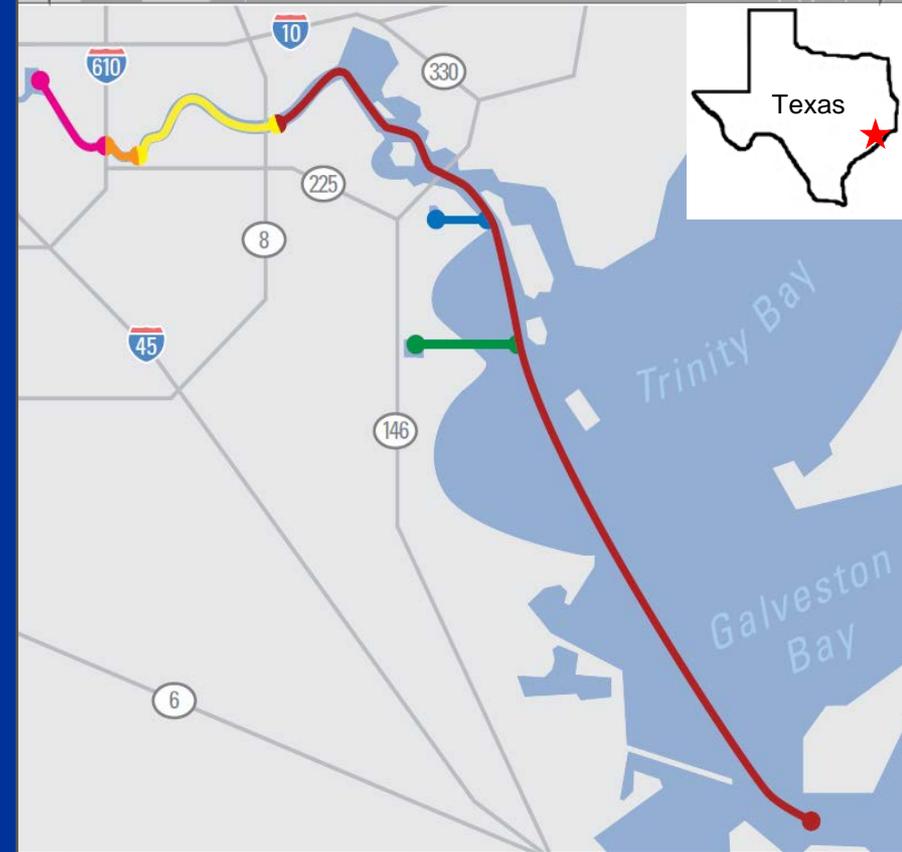
Bayport Ship Channel

- **Narrow channel**
- **challenging configurations (flare)**
- **High shoaling**

Bay Reach

- **Narrow channel**
- **Challenging configurations (bends)**
- **Congestion**
- **Constrained vessel size, one-way traffic**

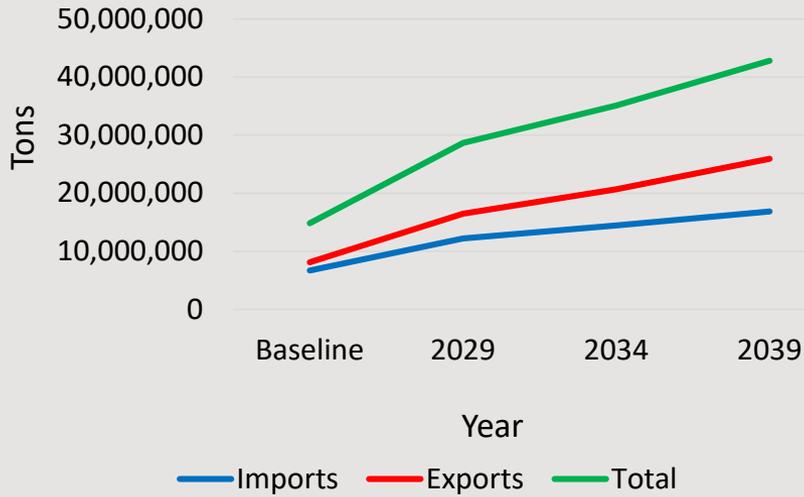
THE STUDY AREA



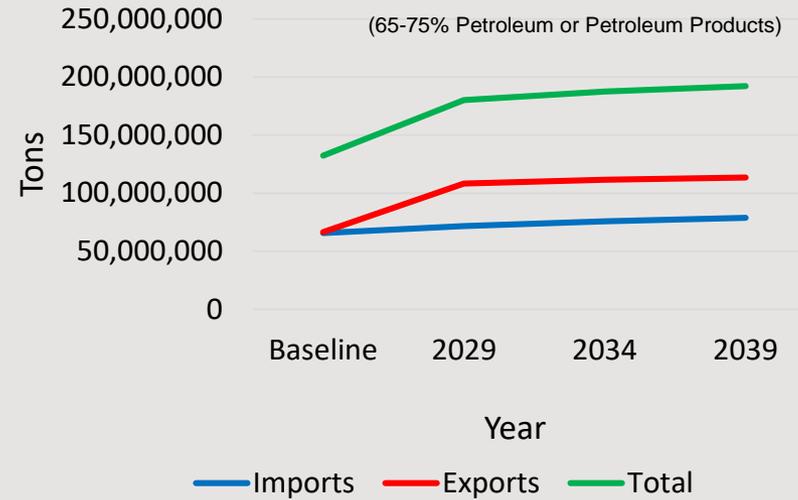
Segment	Type	Class	LOA	Beam	Draft
	Bulk Carrier	70k-110k Bulker	750	106	45
	Tanker	Panamax size	610	106	44
	Vehicle Carrier	Ro-Ro	640	106	34
	Bulk Carrier	Panamax	810	106	44
	Tanker	Suezmax	935	164	54
	Tanker	Aframax	850	138	54
	Containership	Gen III	1,100	158	49
	Containership	Gen III	1,200	140	49

FUTURE WITHOUT PROJECT FORECASTS

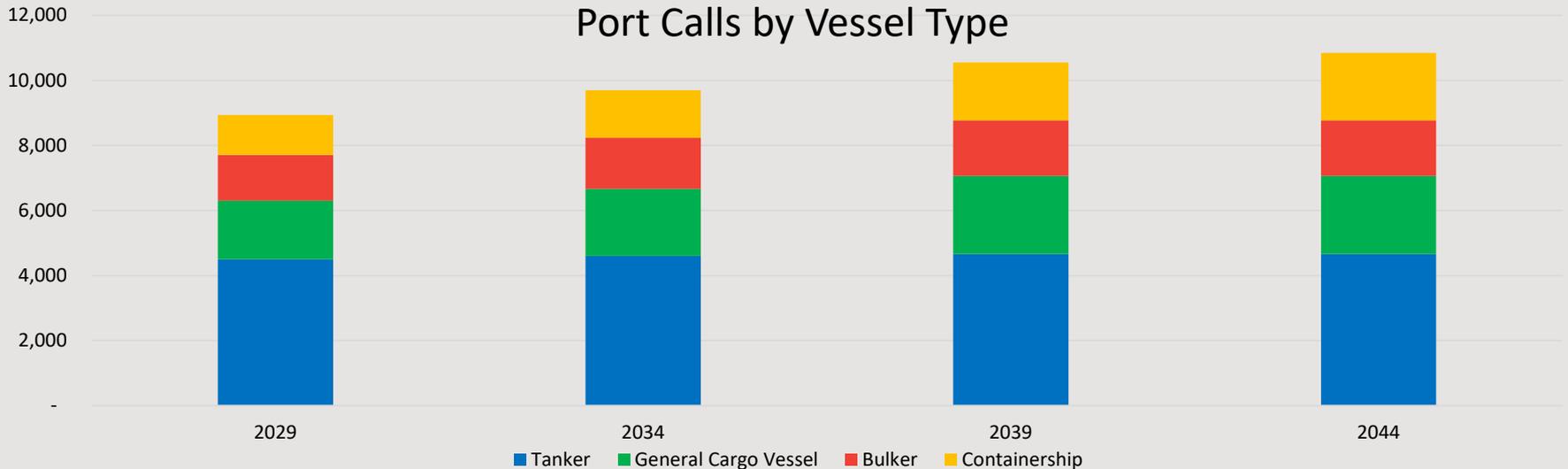
CONTAINERS



BULK COMMODITIES



Port Calls by Vessel Type



SCREENING

45 Measures

INITIAL SCREENING:

- ✓ Do measures meet study objectives?

SECONDARY SCREENING:

- ✓ Environmental
- ✓ Engineering
- ✓ Infringes on Other Federal Projects
- ✓ Regulatory Permits Issued?
- ✓ Houston Pilot Input

NON-STRUCTURAL

Terminal Improvements

Adjusting Vessel Speed

Additional Tug Assist

Use of Tides & Lightering

Traffic Management (Vessel Tracking System or VTS)

Channel Deepening

Channel Widening

Channel Deepening

Channel Widening

New/Improved Turning Basins

Flare Modifications or Bend Easings

New/Improved Turning Basins

Flare Modifications or Bend Easings

Channel Deepening

Channel Widening

Multipurpose Moorings

Shoaling Attenuation or Sediment Barrier

Multipurpose Moorings

Shoaling Attenuation or Sediment Barrier

New/Improved Turning Basins

Flare Modifications or Bend Easings

Multipurpose Moorings

Shoaling Attenuation or Sediment Barrier

Offshore Oil Pipeline (ex. LOOP)

Carried Forward to Develop Alternative Plans

STRUCTURAL

ALTERNATIVES 1 – 4

Alternative 1

**“Minimum System-Wide Plan”
(No Bay Widening)**
Minimum plan that benefits
all target vessels

Alternative 3

“Suezmax Plan”
Targets increased use of
Suezmax-sized bulk liquid tankers

Alternative 2

“Bay Plan”
Addresses container ships
more completely and efficiently

Alternative 4

“Aframax Plan”
For future increased use of
Aframax tankers in upper channel



ALTERNATIVES 5 – 8

Alternative 5

“Bulkers, Tankers, & Vehicle Carrier Plan”

Targets more efficient use of the uppermost part of the HSC by these vessels

Alternative 7

“Upper Channel Mooring Plan”

Same as Alternative 6, but closer to source of most trips to further reduce total trip distance

Alternative 6

“Bay Mooring Plan”

Reduces frequent tanker trips back out to Gulf anchorages & refuge for disabled ships

Alternative 8

“Comprehensive Plan”

The best parts of Alternatives 1-7



BENEFIT-COST ANALYSIS (\$000)

Alt	First Cost	Project Cost + OMRR&R	AAEQ Costs	AAEQ Benefits	Net Benefits	BCR ≥1.0
No Action	<ul style="list-style-type: none"> • <i>Future Without Project</i> • <i>Does not meet the study objectives.</i> • <i>Baseline scenario against which benefits, costs and impacts of all other alternatives are compared.</i> 					
1	\$513,900	\$848,900	\$27,700	\$59,700	\$32,000	Yes
2	\$706,300	\$1,304,300	\$40,800	\$47,700	\$6,900	Yes
3	\$527,000	\$1,018,300	\$31,300	\$26,100	\$(5,200)	No
4	\$129,900	\$312,100	\$8,500	\$60,700	\$52,200	Yes
5	\$98,400	\$126,700	\$4,600	\$36,800	\$32,200	Yes
6	\$94,600	\$164,100	\$5,200	\$2,100	\$(3,100)	No
7	\$47,600	\$116,200	\$3,300	\$3,300	\$-	Yes
8 (650')¹	\$950,000	\$1,849,700	\$56,800	\$123,100	\$66,300	Yes
8 (820')²	\$1,451,800	\$2,727,200	\$84,700	\$123,100	\$38,400	Yes

¹ Alternative 8 includes bay widening to 650 feet plus measures for further evaluation; lower range.

² Alternative 8 includes bay widening to 820 feet plus measures for further evaluation; higher range.



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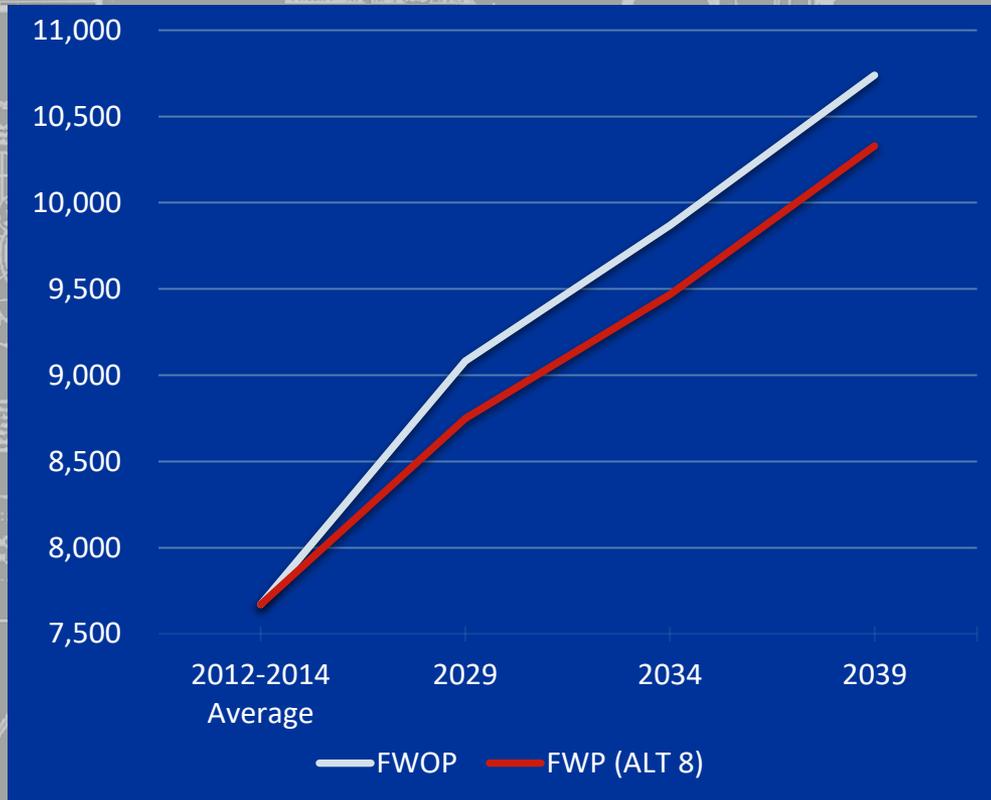
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THE TENTATIVELY SELECTED PLAN



FUTURE WITHOUT PROJECT VS. WITH PROJECT VESSEL CALLS



- Load vessels deeper
 - Reduces total yearly vessel calls
 - Reduces shipping costs
 - Reduces congestion
 - Reduces average wait and transit times by 3 hours
- *Delay time reductions would be more significant in the future when congestion is expected to grow.*

Potential Time Reduction Per Vessel (hrs)			
2029	2034	2039	2044
2.3	2.6	3.0	3.2



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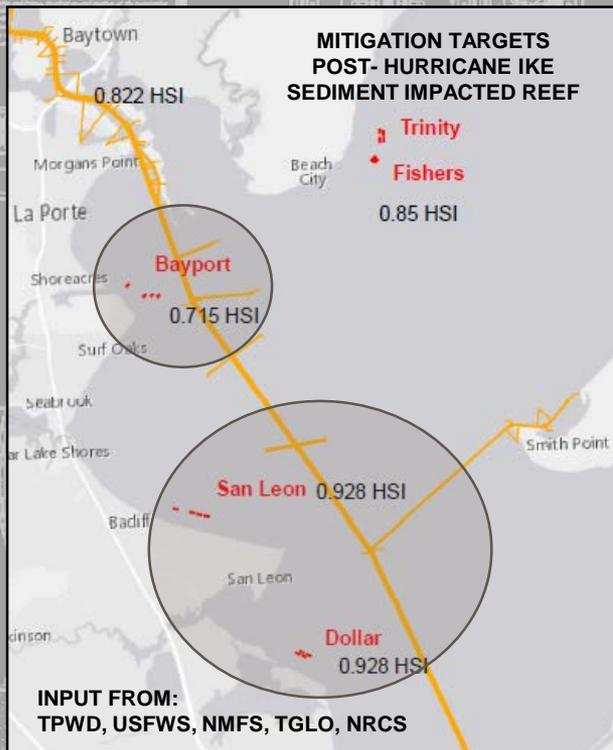
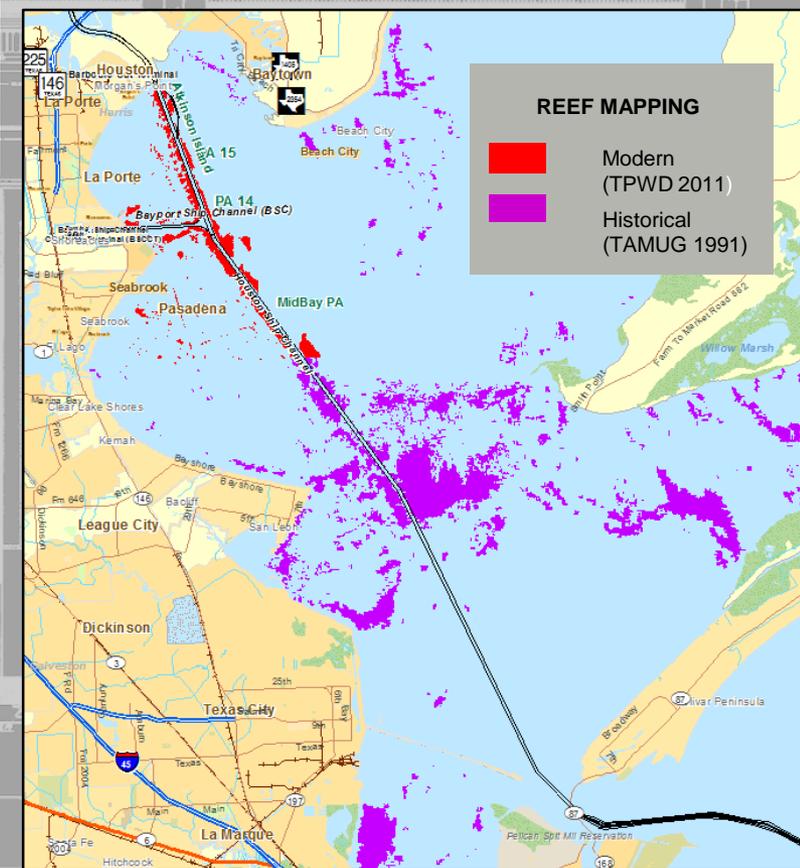


US Army Corps of Engineers



POTENTIAL IMPACTS AND MITIGATION

TSP IMPACTS	w/ 650-foot wide bay channel		w/ 820-foot wide bay channel	
	New Work	50-Year O&M	New Work	50-Year O&M
DREDGED MATERIAL QUANTITIES	28 MCY	79 MCY	53 MCY	117 MCY
PERMANENT OYSTER REEF IMPACTS	474 acres		543 acres	
OYSTER MITIGATION	427 - 551 acres		487 - 632 acres	



OTHER IMPACTS:

- Temporary impacts from deepening unvegetated estuarine bay/river bottom
- Salinity, surge & other hydrodynamic effects (being modeled by ERDC)
- Threatened and Endangered Sea Turtles
 - potential impacts from limited use of hopper dredging
 - standard BMPs would help in an effort to minimize adverse impacts
- ❖ *Impacts to seagrasses, wetlands or other T&E Species not anticipated*

NEXT STEPS

➤ Public Participation

- 13 November 2017 – written comments due on Draft Report – EIS

➤ Dec 2017 through May 2019

- Detailed Engineering and Environmental Analysis and Further Refinement of TSP
- Development of Dredged Material Placement Plan

➤ May 2019 - Final Feasibility Study and Environmental Impact Statement

➤ October 2019 – Chief of Engineer’s Report



PORT HOUSTON
THE INTERNATIONAL PORT OF TEXAS



**US Army Corps
of Engineers**



PUBLIC PARTICIPATION AND COMMENTS:

*Who do I contact for more
information or to provide comments?*

**MAIL: U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section,
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, Texas 77553 1229**

E-MAIL: HSC-ECIP@usace.army.mil

*All comments must be received or postmarked by **November 13, 2017***

More information available online at:

<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>



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Appendix H

Informational Video

Houston Ship Channel Expansion Channel Improvement Project Video (October 2017)



Houston Ship Channel ECIP Update
Unlisted

<https://www.youtube.com/watch?v=d2KoSefZqVQ&feature=youtu.be>

Appendix I
Informational Displays

Print Displays

HOUSTON SHIP CHANNEL
Expansion Channel
Improvement Project

Welcome!

Please Take a Project Newsletter



Please Take a Comment Card

Comment Form/
Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES LISTED UN FUNCIONARIO PÚBLICO?

YES/ SI NO/NO YES, please/ Sí, por favor

Print and Last Name/Nombre y Apellido
Working Address/ Dirección de Trabajo
City, State, Zip Code/Ciudad, Estado, Código Postal
Email Address/Correo Electrónico
Attention/Atención

How would you prefer to receive information about this study? (Please check one.) / ¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)
 Newsletters only E-Newsletters E-mail/Correo electrónico Newsletters/Revistas Other (please explain) / Otro (por favor de explicar)

COMMENTS (Please make additional comments on the back, if needed.)
COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 15, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in the study.



US Army Corps of Engineers®
Galveston District

HOUSTON SHIP CHANNEL
Expansion Channel
Improvement Project

The U.S. Army Corps of Engineers (Corps) welcomes you to the **Public Meeting** for the **Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) Draft Integrated Feasibility Study and Environmental Impact Statement.**

Please
Sign in
Here

What is the purpose of this public meeting?

- ▶ Invite public participation in the study process
- ▶ Solicit public comments for consideration on the proposed Tentatively Selected Plan (TSP)
- ▶ Solicit public input about the Dredged Material Management Plan (DMMP) opportunities and potential options

We are here tonight to receive *your comments* on the proposed Tentatively Selected Plan and Dredged Material Management Plan.

We want to hear from *YOU* about the *proposed project*.

ABOUT THE STUDY

What is the purpose of the study?

- This study is intended to identify and evaluate a combination of modifications to improve the efficiency *and* safety of the HSC.
- (The last study was completed in 1995, 20+ years ago. A Water Resources Development Act (WRDA) 905 b Reconnaissance Report was prepared in 2014 recommending the study of improvements to the HSC).

What is the focus of the study?

The study is focusing on the feasibility of improving navigation on the 50-mile-long HSC. The study focus includes:

- Deepening and widening opportunities from Boggy Bayou to the Main Turning Basin
- Safety improvements to side channels at the Bayport Ship Channel and the Barbours Cut Channel through widening
- Enhancements to the Galveston Bay Reach safety and efficiency to include widening and easing of channel turns

Study Objectives:

1. Investigate improving deep-draft navigation efficiency to accommodate current and future, larger vessels.
2. Evaluate ways to reduce vessel traffic delays.
3. Increase channel safety.
4. Establish environmentally suitable placement areas for dredged materials.

Where is the study area?

- The study will focus on the 50 miles of the HSC extending from Bolivar Roads at the mouth of Galveston Bay and up Buffalo Bayou to the Main Turning Basin just east of downtown Houston, and its side channels (Bayport Ship Channel and Barbours Cut Channel) located in Galveston Bay.



The Study Team



U.S. Army Corps of Engineers
(the Lead Agency)



Port Houston
(The Non-Federal Sponsor)



You
The Public and Local Stakeholders

For this study effort, the HSC has been divided into six segments:

- **Segment 1** – the HSC from Bolivar Roads through Galveston Bay and the San Jacinto River to Boggy Bayou
- **Segment 2** – the Bayport Ship Channel
- **Segment 3** – the Barbours Cut Channel
- **Segment 4** – the HSC from Boggy Bayou to Sims Bayou, near the Washburn Tunnel
- **Segment 5** – the HSC from Sims Bayou to the 610 Bridge
- **Segment 6** – the HSC upstream of the 610 Bridge to the Main Turning Basin

Study Milestones

- Final submittal of scoping comments – **May 26, 2016**
- Selection of focused alternatives – **July 2016**
- Identify a TSP – **April 2017**
- DIFR-EIS/TSP made available for public review – **September 2017**
- Final IFR-EIS published in the Federal Register for final comment – **July 2019**

STUDY PROCESS

What is an Environmental Impact Statement?

A detailed study that analyzes the significant impacts that a major Federal action may have on the environment and local community

What is a Feasibility Study?

A study process that evaluates proposed solutions to problems by analyzing the engineering, economic, environmental, cost, real estate, and other impacts and aspects of alternative solutions

This study process is then used to identify a plan of most value to the national economy.

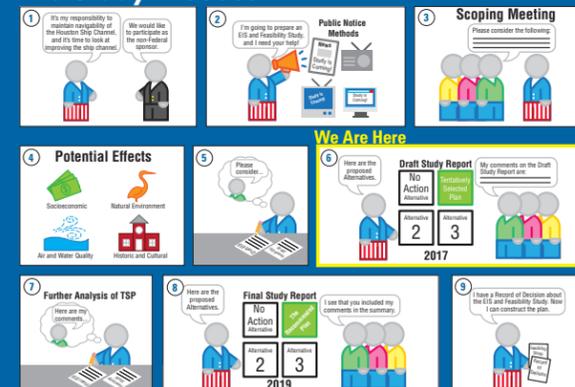
The EIS preparation and Feasibility Study are being conducted concurrently to result in a single integrated Feasibility Study and EIS document, or a **Draft Integrated Feasibility Report and EIS (DIFR-EIS)**. The DIFR-EIS documents the planning process undertaken for the HSC ECIP Feasibility Study.

The Corps is leading this study in collaboration with the non-federal sponsor, Port Houston.

Where are we in the study process?

We are mid-way in the study process. We have formulated and analyzed alternatives to identify a **Tentatively Selected Plan** for review and comment by the public and agencies. This has resulted in DIFR-EIS. After reviewing comments from the public and through agency coordination, we will consider them during the next phase of detailed analysis and refinement of the Tentatively Selected Plan.

The Study Process



Study Milestones

- Final submittal of scoping comments – **May 26, 2016**
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Plan Formulation

To best address the navigation problems identified within the HSC, the channel was divided into six segments and each segment was assigned with a “design vessel” to help formulate and ultimately select the appropriate measures that best address the navigation problems identified in the HSC.

Measures are the building blocks of alternatives.

- ▶ **45 measures** were identified during the planning process.
- ▶ **15 measures** were screened out based on environmental, engineering, and economic reasons.
- ▶ **30 measures** were forwarded and combined into alternative plans.

Alternatives are formulated to best address study problems and opportunities.

- ▶ Alternatives are evaluated against study goals and objectives.
- ▶ A best plan is tentatively selected that:
 - Reasonably maximizes net economic benefits consistent with protecting the Nation’s environment
 - Balances pertinent implementation costs and environmental and economic benefits (beneficial and detrimental)
 - Net economic benefits – economic savings of reduced transportation delays minus cost of implementing proposed improvements



STUDY ALTERNATIVES & THE TENTATIVELY SELECTED PLAN

Study Alternatives

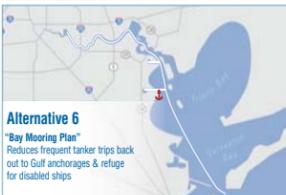
The final array of alternatives consisted of a **No-Action Alternative** and **eight action alternatives** developed from the remaining 30 measures to address issues such as congestion, vessel delays, and inefficient vessel loading practices throughout the channel.

The ultimate goal of the alternatives is to increase navigation efficiencies throughout the entire HSC system.

Legend Turning Basin Mooring Channel Deepening Channel Widening Bend Easing Additional Flare Modifications



Legend Turning Basin Mooring Channel Deepening Channel Widening Bend Easing Additional Flare Modifications



The Tentatively Selected Plan (TSP)

Identified as **Alternative 8**, the TSP is a system-wide plan that best meets the study objectives. When compared to the other alternatives, this alternative most effectively reduces (and in some cases, could eliminate) Pilot Rule restrictions for transit on the HSC, while concurrently improving safety. The TSP would implement the following features:



- ▶ Four bend easings on the HSC in the Bay Reach with associated relocation of barge lanes
- ▶ Widening, in whole or in part, of the HSC between Bolivar Roads and the Barbours Cut Channel from 530 feet to between 650 and 820 feet with the associated relocation of barge lanes
- ▶ A new multi-purpose mooring facility on the HSC near the San Jacinto Monument
- ▶ Re-evaluation of the size and depth of the barge lanes along the HSC to ensure proper continued use by barges
- ▶ Further examination of a minor widening near Hog Island and nearby bend easings to improve safety



- ▶ Flare expansion on the Bayport Ship Channel
- ▶ A shoaling attenuation structure near the Bayport Ship Channel flare
- ▶ Widening of the Bayport Ship Channel from 300 - 400 feet to 455 feet
- ▶ Addition of a turning basin at the mouth of the Bayport Ship Channel land cut



- ▶ Widening the Barbours Cut Channel from 300 feet to 455 feet
- ▶ Construction of a combination flare and turning basin at the entrance to Barbours Cut Channel



- ▶ Deepening the HSC from Boggy Bayou to Sims Bayou from 41.5 feet up to 46.5 feet
- ▶ Widening the HSC from San Jacinto to Greens Bayou from 400 feet to 530 feet
- ▶ Addition and improvement of turning basins



- ▶ Deepening the HSC from Sims Bayou to the I-610 Bridge from 37.5 feet up to 41.5 feet



- ▶ Deepening the HSC from the I-610 Bridge to the Main Turning Basin up to 41.5 feet
- ▶ Improvement of turning basin

The Tentatively Selected Plan (TSP)



The Tentatively Selected Plan Legend

- Turning Basin
- Mooring
- Channel Deepening
- Channel Widening
- Bend Easing
- Additional Flare Modifications
- Segment 1 - Bolivar Roads to Boggy Bayou
- Segment 2 - Bayport Ship Channel
- Segment 3 - Barbours Cut Channel
- Segment 4 - Boggy Bayou to Sims Bayou
- Segment 5 - Sims Bayou to the 610 Bridge
- Segment 6 - 610 Bridge to the Main Turning Basin

What are the effects on environmental quality?

Effects of the TSP on significant natural resources include impacts to:

- ▶ Unvegetated estuarine bay and river bottom
- ▶ Oyster reefs adjacent to improvement areas

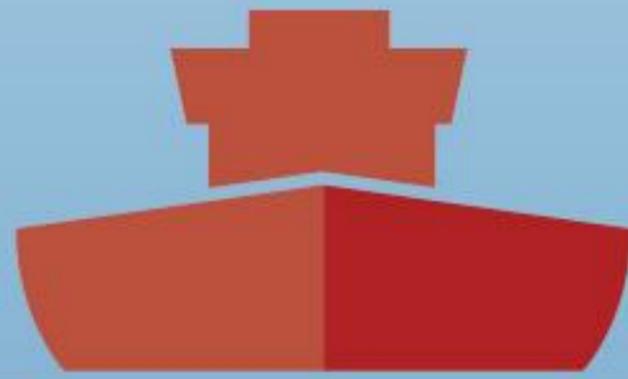
In compliance with best practices and the law, impacts to oyster reefs will be mitigated by restoring reefs in adjacent areas of Galveston Bay.

Dredged Material Management Plan (DMMP)

The DMMP requires the development of a least cost placement plan.

The study expects the use of multiple placement areas (PAs) near the channels, spaced throughout the project, area to:

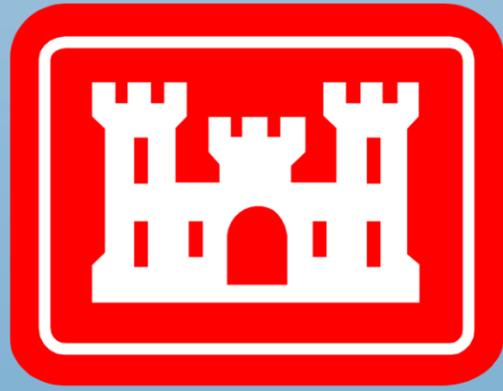
- ▶ Allow significant flexibility and efficiency for dredging
- ▶ Minimize impacts to the environment
- ▶ Provide opportunities for beneficial use



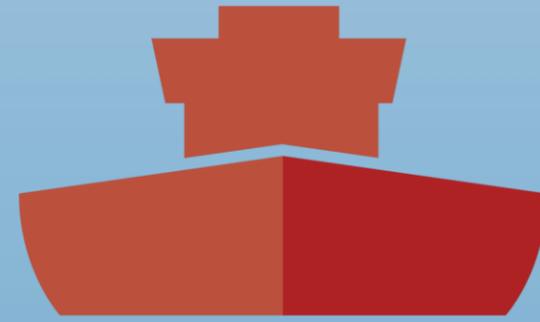
HOUSTON SHIP CHANNEL

Expansion Channel
Improvement Project

Welcome!



**US Army Corps
of Engineers®**
Galveston District



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The study is focusing on the feasibility of improving navigation on the 50-mile-long HSC. The study focus includes:

- ▶ Deepening and widening opportunities from Boggy Bayou to the Main Turning Basin
- ▶ Safety improvements to side channels at the Bayport Ship Channel and the Barbours Cut Channel through widening
- ▶ Enhancements to the Galveston Bay Reach safety and efficiency to include widening and easing of channel turns

Study Objectives:

1. Investigate improving deep-draft navigation efficiency to accommodate current and future, larger vessels.
2. Evaluate ways to reduce vessel traffic delays.
3. Increase channel safety.
4. Establish environmentally suitable placement areas for dredged materials.

Where is the study area?

- ▶ The study will focus on the 50 miles of the HSC extending from Bolivar Roads at the mouth of Galveston Bay and up Buffalo Bayou to the Main Turning Basin just east of downtown Houston, and its side channels (Bayport Ship Channel and Barbours Cut Channel) located in Galveston Bay.

The Study Area



The Houston Ship Channel

For this study effort, the ship channel has been divided into six segments:

Diagram is representational and not to scale.

-  Segment 1 - Bolivar Roads to Boggy Bayou
-  Segment 2 - Bayport Ship Channel
-  Segment 3 - Barbours Cut Channel
-  Segment 4 - Boggy Bayou to Sims Bayou
-  Segment 5 - Sims Bayou to the 610 Bridge
-  Segment 6 - 610 Bridge to the Main Turning Basin



The Study Team



U.S. Army Corps
of Engineers
(the Lead Agency)



PORT HOUSTONSM
THE INTERNATIONAL PORT OF TEXAS

Port Houston
(The Non-Federal Sponsor)



You
The Public and
Local Stakeholders

For this study effort, the HSC has been divided into six segments:

- ▶ **Segment 1** – the HSC from Bolivar Roads through Galveston Bay and the San Jacinto River to Boggy Bayou
- ▶ **Segment 2** – the Bayport Ship Channel
- ▶ **Segment 3** – the Barbours Cut Channel
- ▶ **Segment 4** – the HSC from Boggy Bayou to Sims Bayou, near the Washburn Tunnel
- ▶ **Segment 5** – the HSC from Sims Bayou to the 610 Bridge
- ▶ **Segment 6** – the HSC upstream of the 610 Bridge to the Main Turning Basin

Who do I contact for more information or to provide comments?

Mail: U.S. Army Corps of Engineers,
Galveston District

Attn: Dr. Kelly Burks-Copes,
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Email: HSC-ECIP@usace.army.mil

More information available online at:

[http://www.swg.usace.army.mil/Missions/Projects/
HoustonShipChannelExpansion.aspx](http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx)



STUDY

PROCESS

What is an Environmental Impact Statement?

A detailed study that analyzes the significant impacts that a major Federal action may have on the environment and local community

What is a Feasibility Study?

A study process that evaluates proposed solutions to problems by analyzing the engineering, economic, environmental, cost, real estate, and other impacts and aspects of alternative solutions

This study process is then used to identify a plan of most value to the national economy.

The EIS preparation and Feasibility Study are being conducted concurrently to result in a single integrated Feasibility Study and EIS document, or a **Draft Integrated Feasibility Report and EIS (DIFR-EIS)**. The DIFR-EIS documents the planning process undertaken for the HSC ECIP Feasibility Study.

The Corps is leading this study in collaboration with the non-federal sponsor, Port Houston.

Where are we in the study process?

We are mid-way in the study process. We have formulated and analyzed alternatives to identify a **Tentatively Selected Plan** for review and comment by the public and agencies. This has resulted in DIFR-EIS. After reviewing comments from the public and through agency coordination, we will consider them during the next phase of detailed analysis and refinement of the Tentatively Selected Plan.

The Study Process

1

It's my responsibility to maintain navigability of the Houston Ship Channel, and it's time to look at improving the ship channel.

We would like to participate as the non-Federal sponsor.

2

I'm going to prepare an EIS and Feasibility Study, and I need your help!

Public Notice Methods

News
Study is Coming!

Study is Coming!

Study is Coming!

3 Scoping Meeting

Please consider the following:

We Are Here

4 Potential Effects

Socioeconomic

Natural Environment

Air and Water Quality

Historic and Cultural

5

Please consider...

Draft EIS

Feasibility Study

6

Here are the proposed Alternatives.

Draft Study Report

No Action Alternative

Tentatively Selected Plan

Alternative 2

Alternative 3

2017

My comments on the Draft Study Report are:

7 Further Analysis of TSP

Here are my comments...

Final EIS

Feasibility Study

8

Here are the proposed Alternatives.

Final Study Report

No Action Alternative

The Recommended Plan

Alternative 2

Alternative 3

2019

I see that you included my comments in the summary.

9

I have a Record of Decision about the EIS and Feasibility Study. Now I can construct the plan.

Feasibility Study

Record of Decision

Study Milestones

- ▶ Final submittal of scoping comments – **May 26, 2016**
- ▶ Selection of focused alternatives – **July 2016**
- ▶ Identify a TSP – **April 2017**
- ▶ DIFR-EIS/TSP made available for public review – **September 2017**
- ▶ Final IFR-EIS published in the Federal Register for final comment – **July 2019**

Plan Formulation

To best address the navigation problems identified within the HSC, the channel was divided into six segments and each segment was assigned with a “design vessel” to help formulate and ultimately select the appropriate measures that best address the navigation problems identified in the HSC.

Measures are the building blocks of alternatives.

- ▶ **45 measures** were identified during the planning process.
- ▶ **15 measures** were screened out based on environmental, engineering, and economic reasons.
- ▶ **30 measures** were forwarded and combined into alternative plans.

Alternatives are formulated to best address study problems and opportunities.

- ▶ Alternatives are evaluated against study goals and objectives.
- ▶ A best plan is tentatively selected that:
 - Reasonably maximizes net economic benefits consistent with protecting the Nation's environment
 - Balances pertinent implementation costs and environmental and economic benefits (beneficial and detrimental)
 - Net economic benefits – economic savings of reduced transportation delays minus cost of implementing proposed improvements



**STUDY
ALTERNATIVES &
THE TENTATIVELY
SELECTED PLAN**

Study Alternatives

The final array of alternatives consisted of a **No-Action Alternative** and **eight action alternatives** developed from the remaining 30 measures to address issues such as congestion, vessel delays, and inefficient vessel loading practices throughout the channel.

The ultimate goal of the alternatives is to increase navigation efficiencies throughout the entire HSC system.

Legend



Turning Basin



Mooring



Channel Deepening



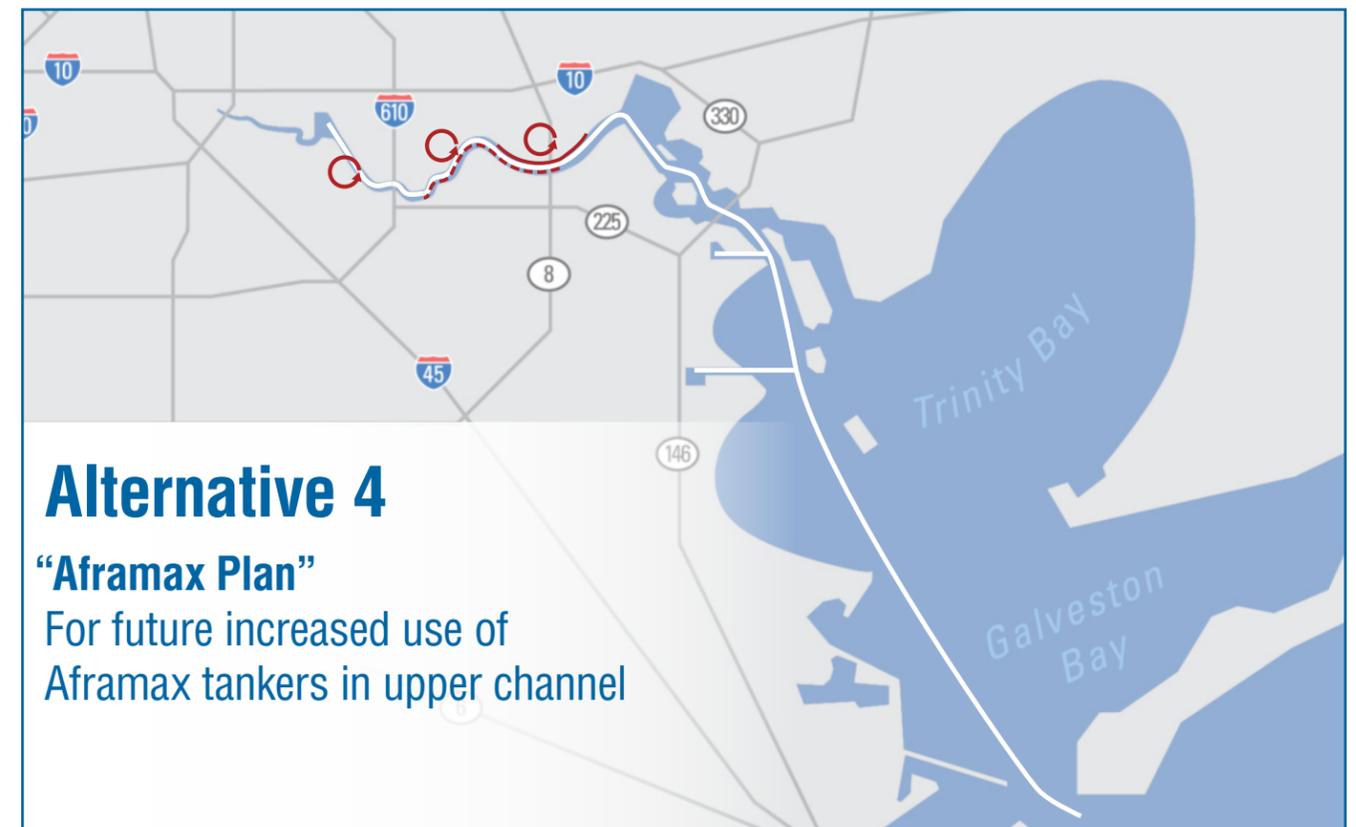
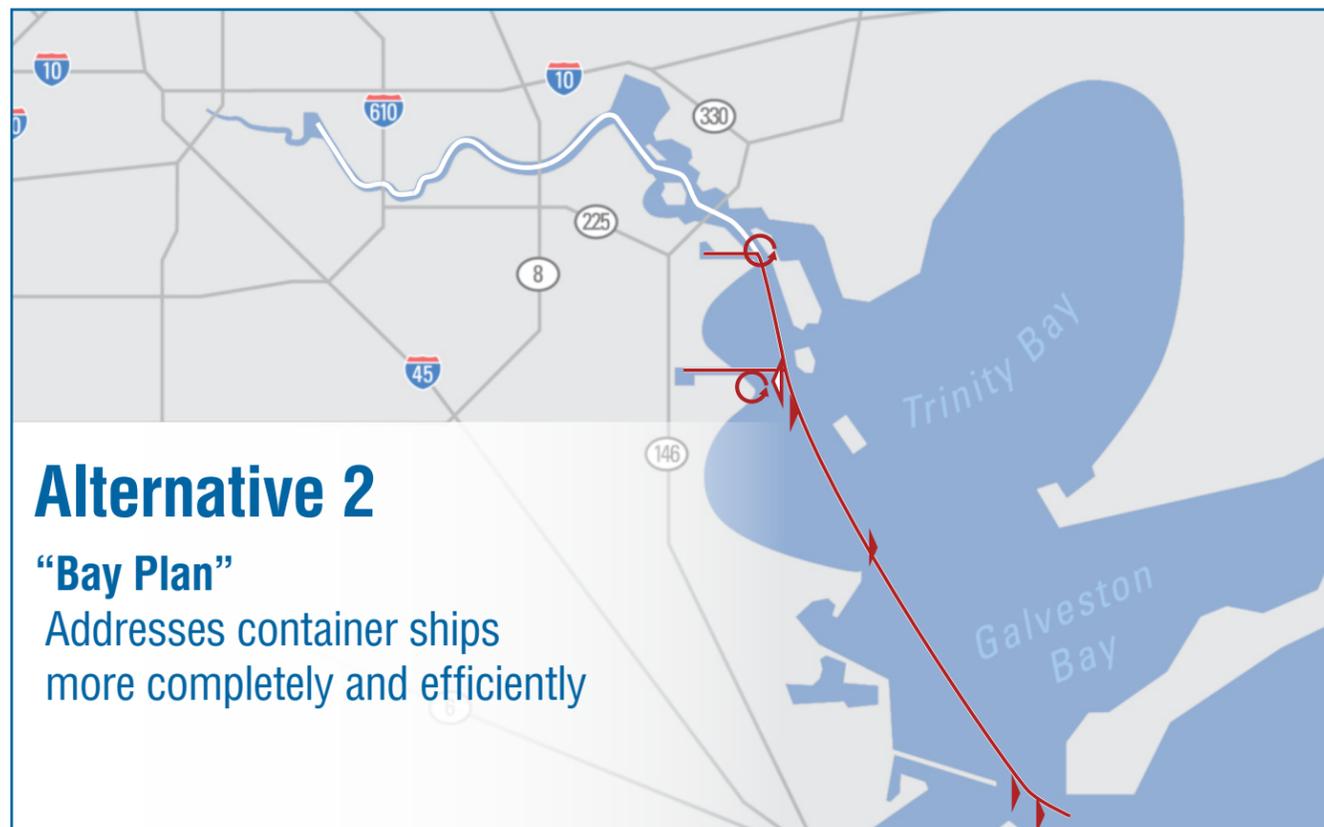
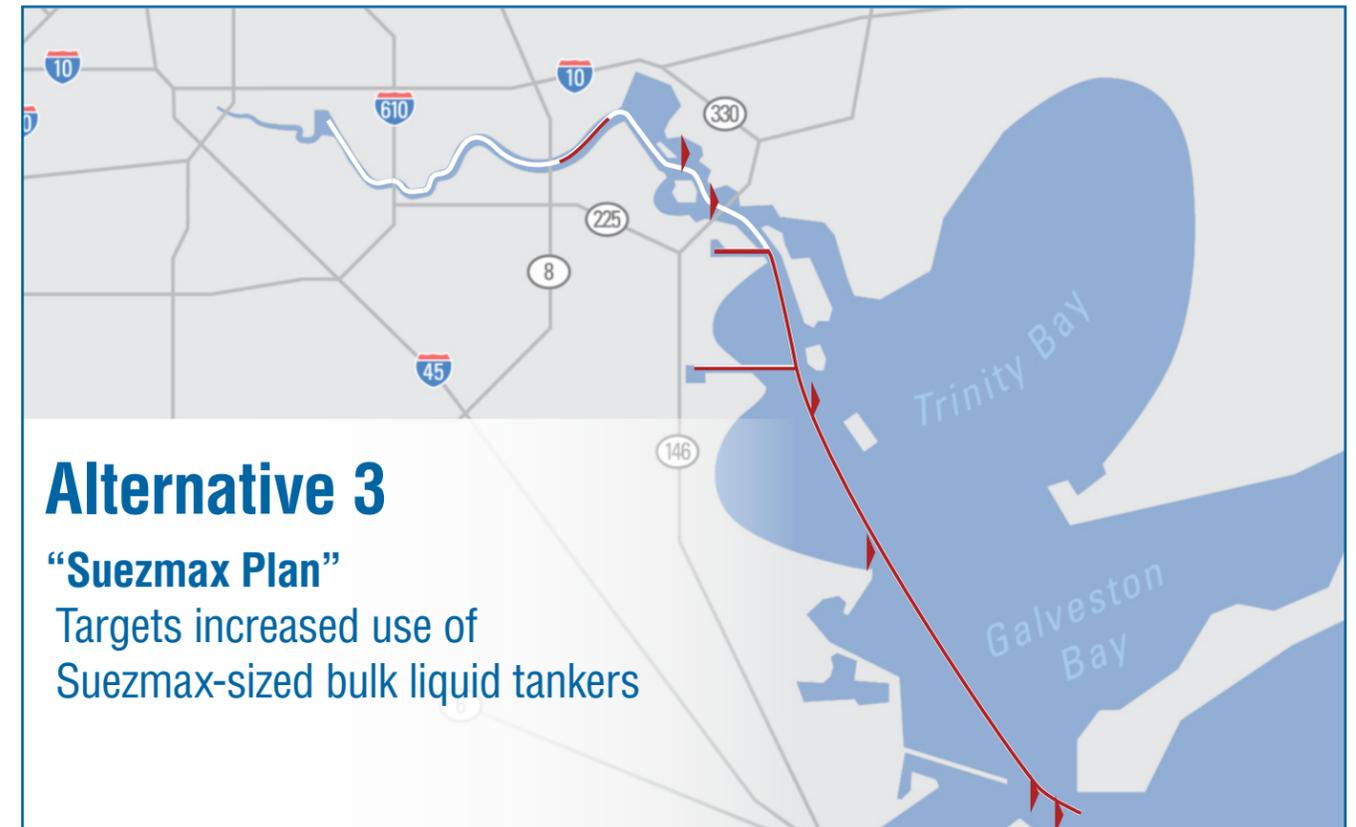
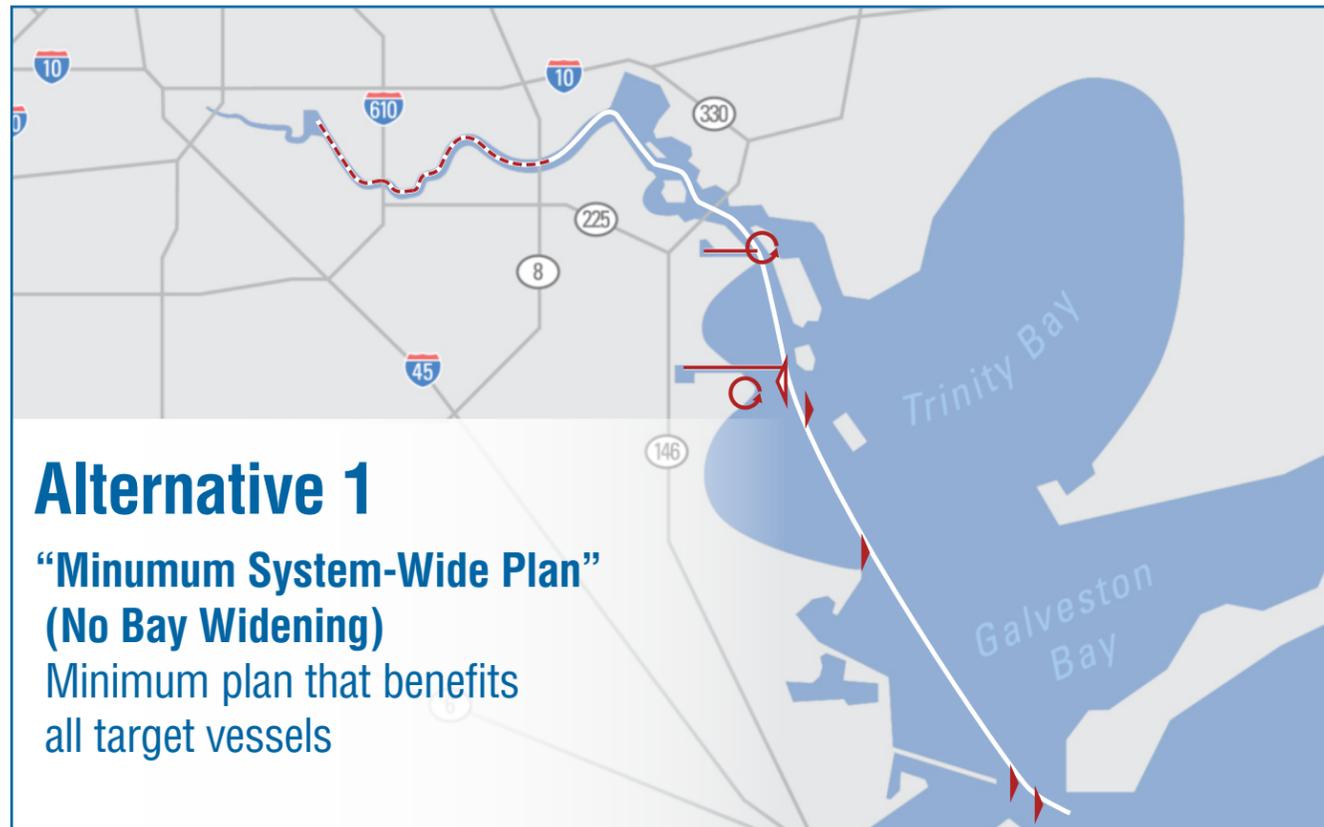
Channel Widening



Bend Easing



Additional Flare Modifications



Legend



Turning Basin



Mooring



Channel Deepening



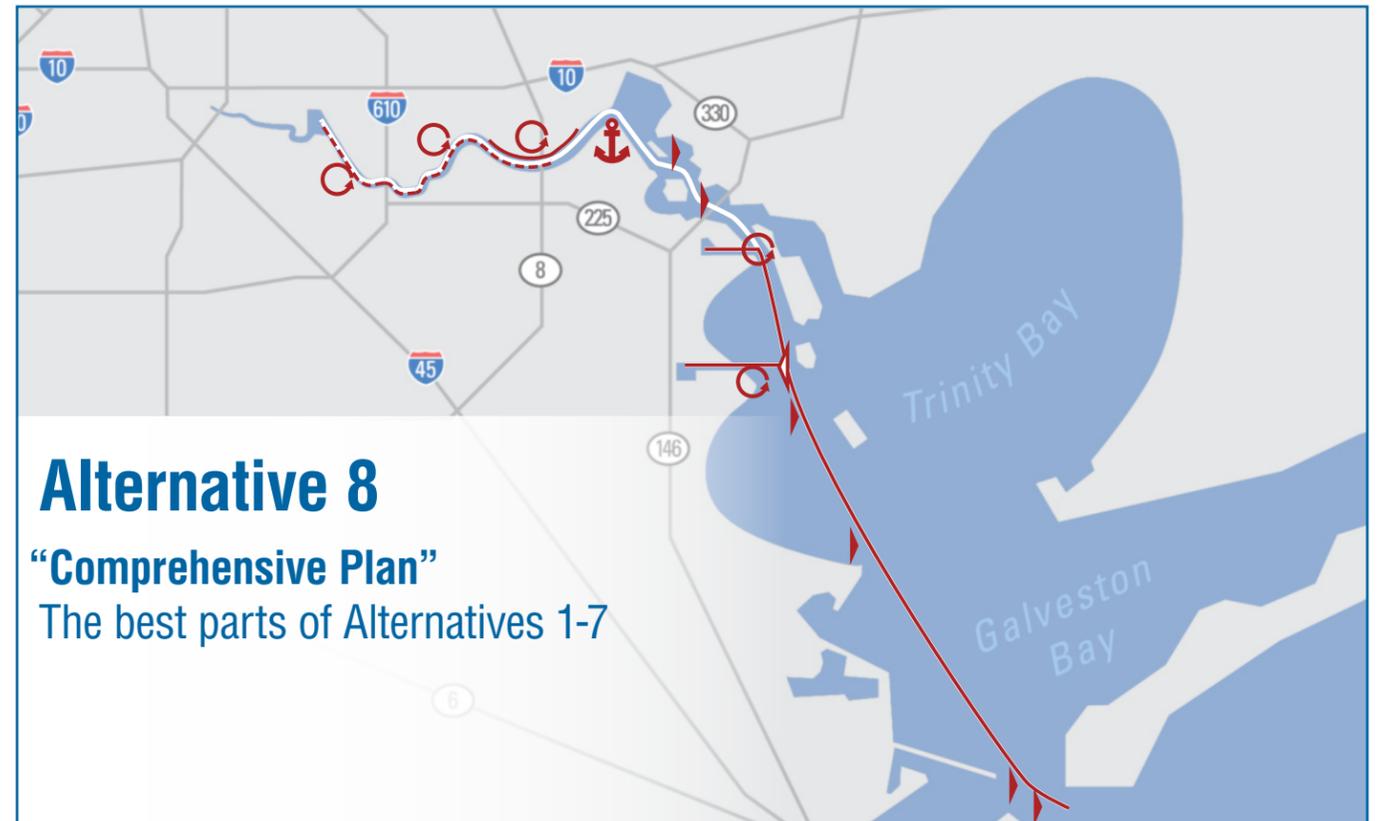
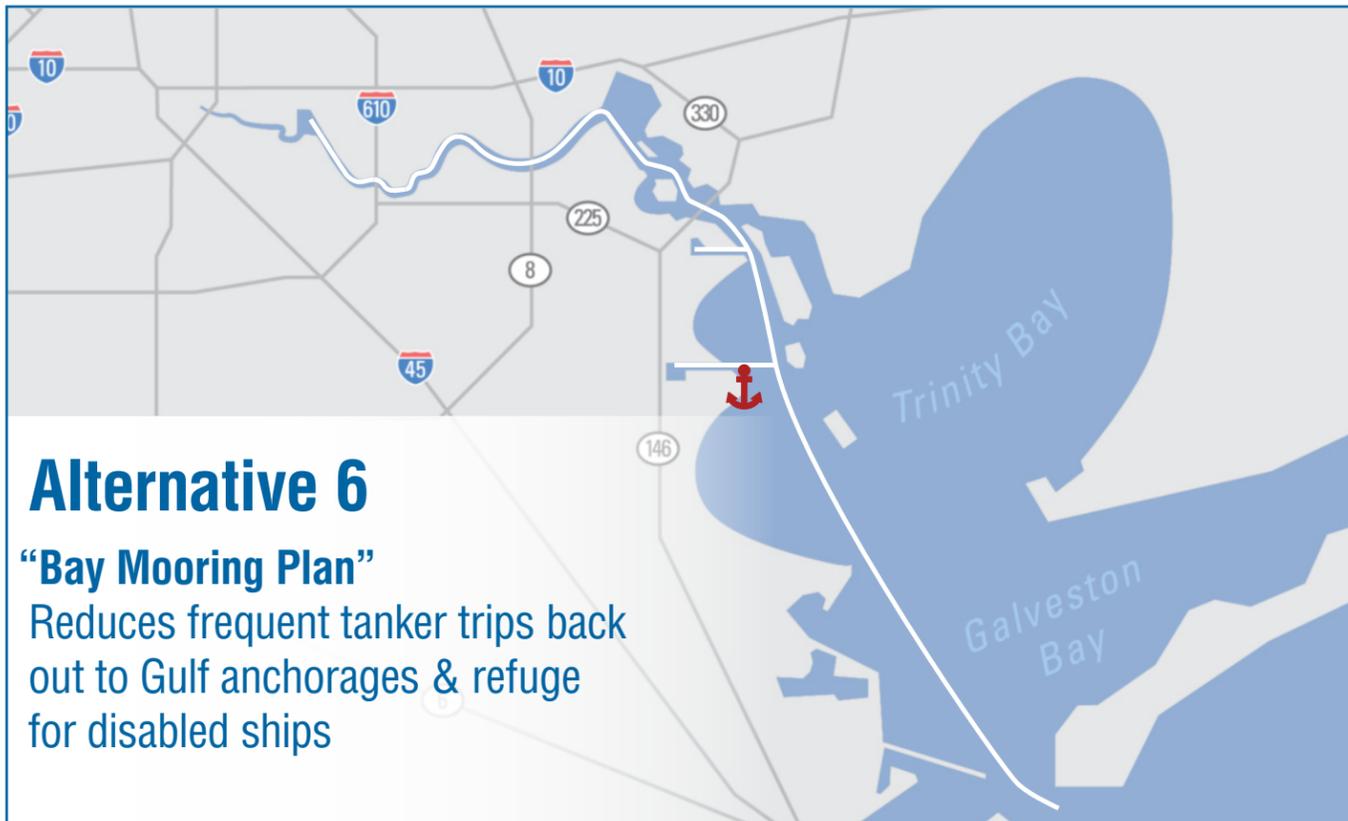
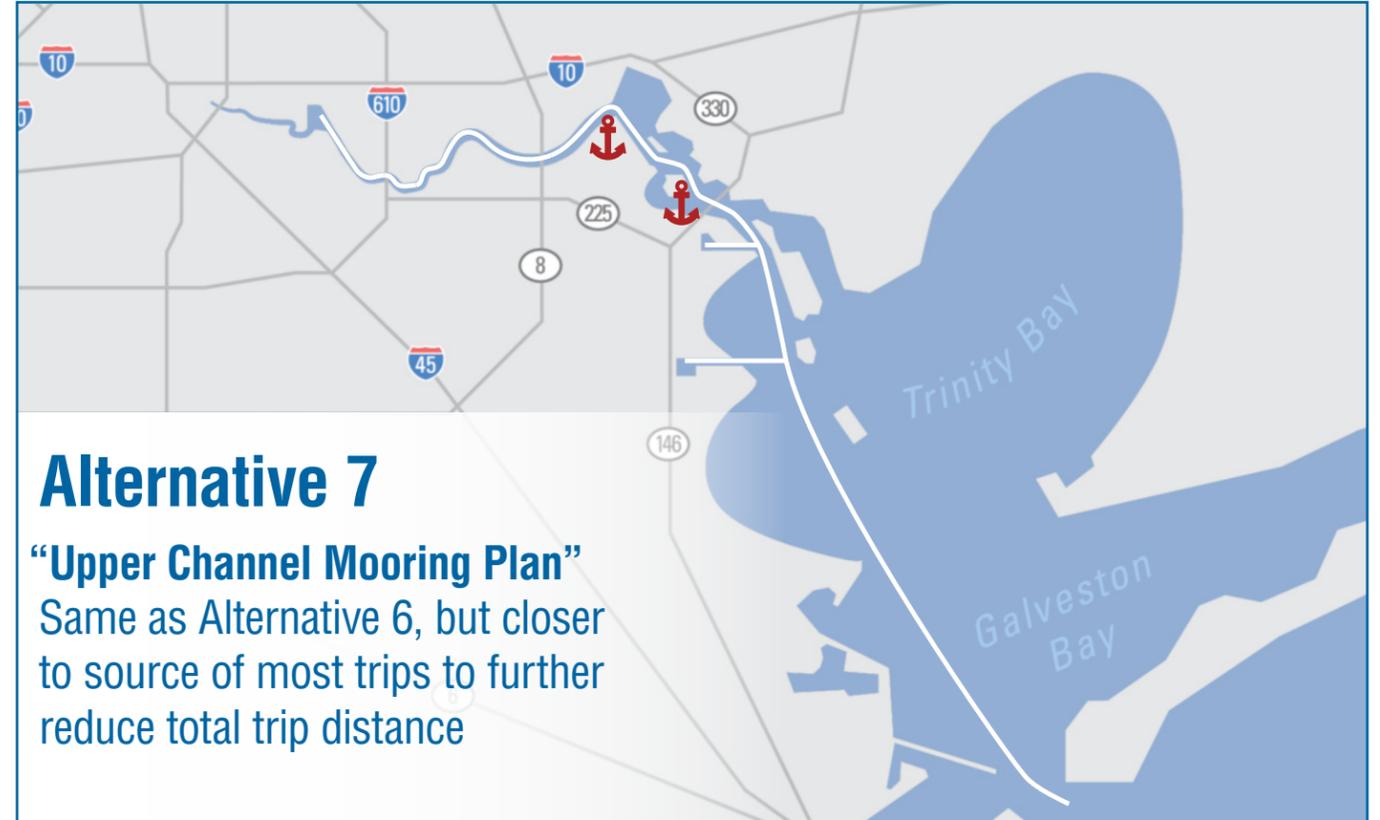
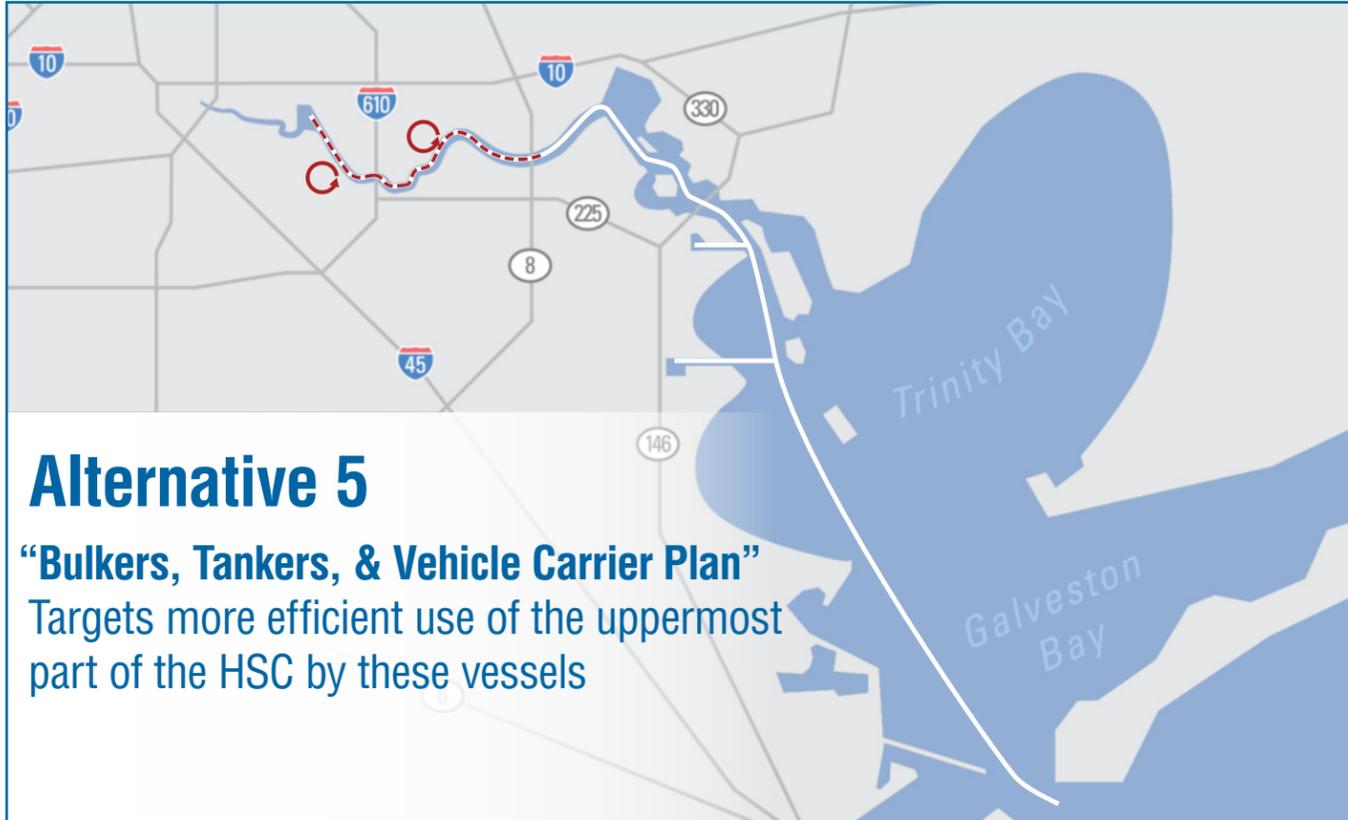
Channel Widening



Bend Easing

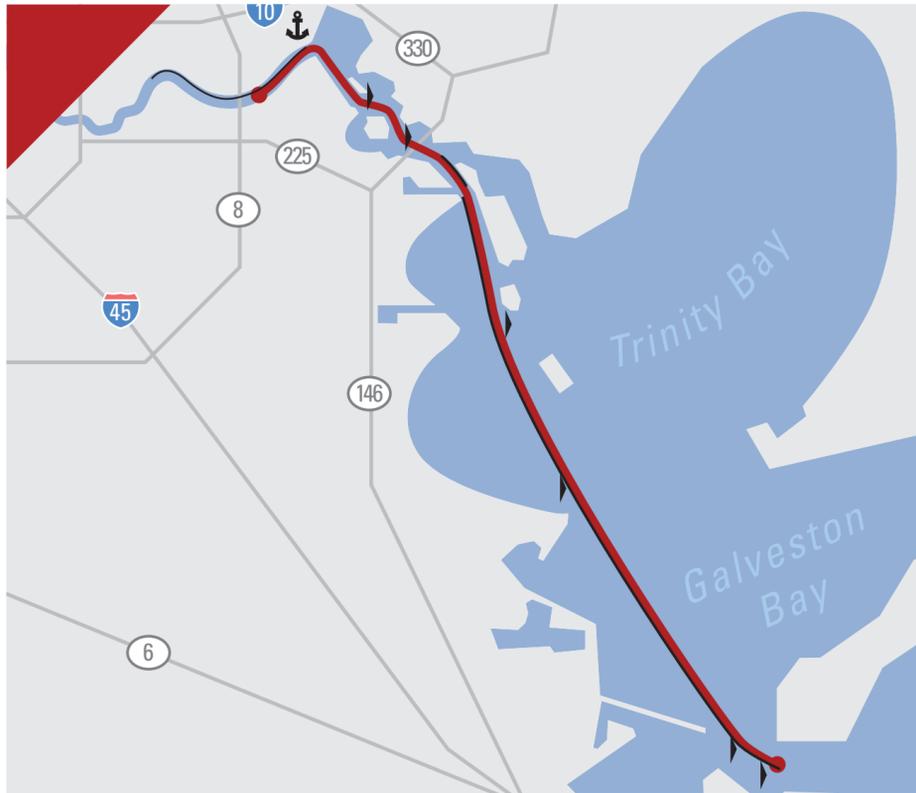


Additional Flare Modifications



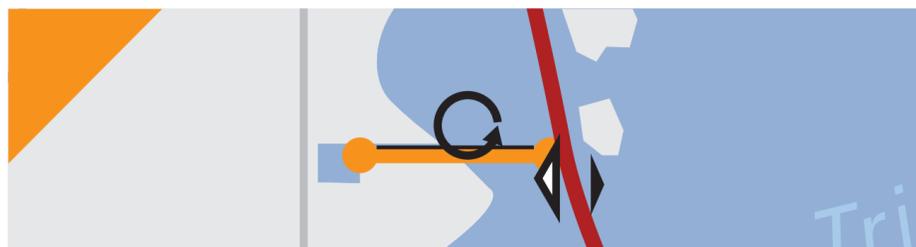
The Tentatively Selected Plan (TSP)

Identified as Alternative 8, the TSP is a system-wide plan that best meets the study objectives. When compared to the other alternatives, this alternative most effectively reduces (and in some cases, could eliminate) Pilot Rule restrictions for transit on the HSC, while concurrently improving safety. The TSP would implement the following features:



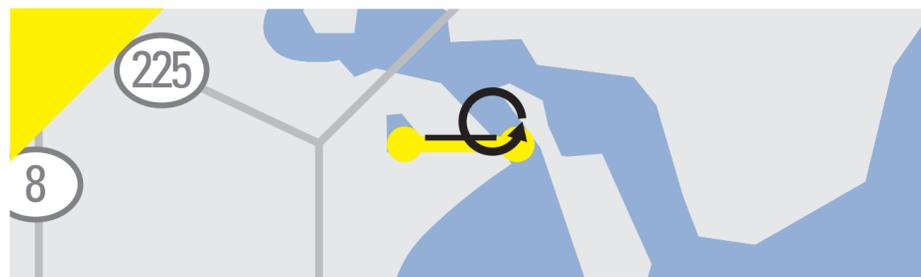
Segment 1

- ▶ Four bend easings on the HSC in the Bay Reach with associated relocation of barge lanes
- ▶ Widening, in whole or in part, of the HSC between Bolivar Roads and the Barbours Cut Channel from 530 feet to between 650 and 820 feet with the associated relocation of barge lanes
- ▶ A new multi-purpose mooring facility on the HSC near the San Jacinto Monument
- ▶ Re-evaluation of the size and depth of the barge lanes along the HSC to ensure proper continued use by barges
- ▶ Further examination of a minor widening near Hog Island and nearby bend easings to improve safety



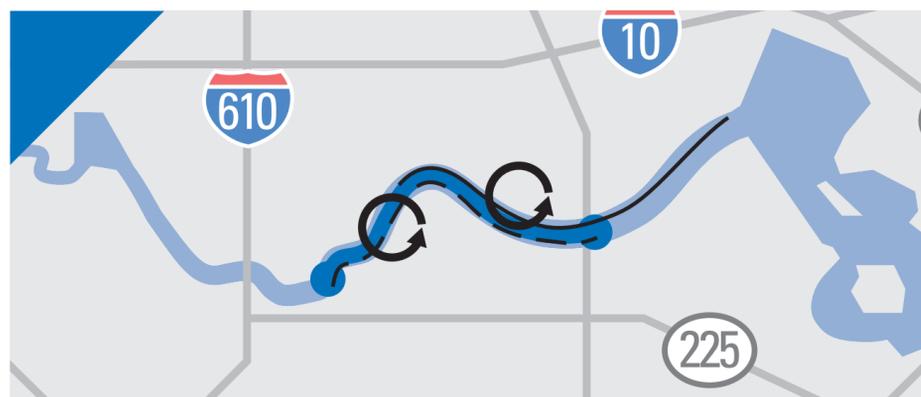
Segment 2

- ▶ Flare expansion on the Bayport Ship Channel
- ▶ A shoaling attenuation structure near the Bayport Ship Channel flare
- ▶ Widening of the Bayport Ship Channel from 300 - 400 feet to 455 feet
- ▶ Addition of a turning basin at the mouth of the Bayport Ship Channel land cut



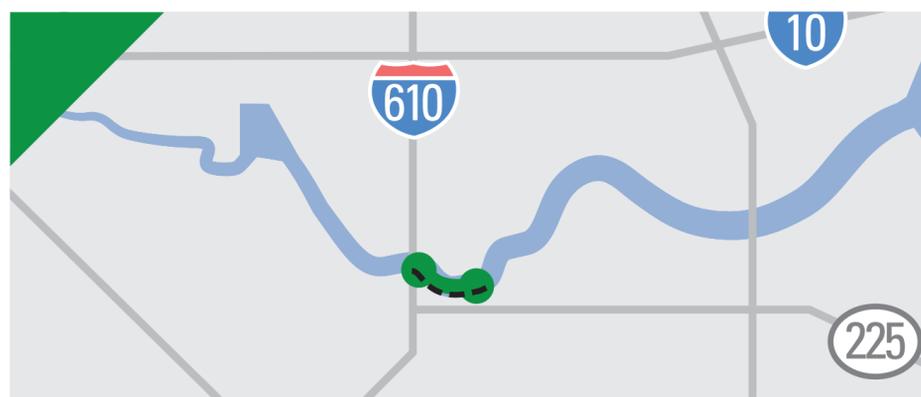
Segment 3

- ▶ Widening the Barbours Cut Channel from 300 feet to 455 feet
- ▶ Construction of a combination flare and turning basin at the entrance to Barbours Cut Channel



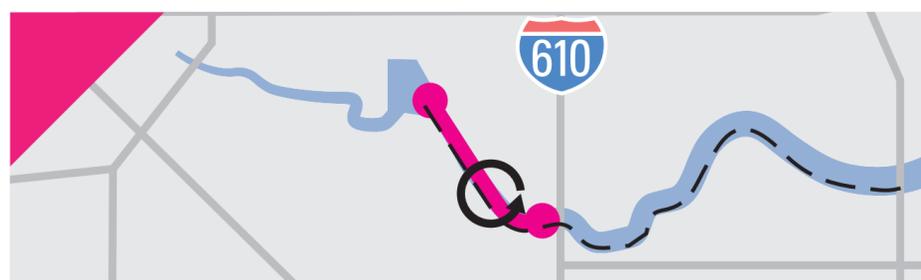
Segment 4

- ▶ Deepening the HSC from Boggy Bayou to Sims Bayou from 41.5 feet up to 46.5 feet
- ▶ Widening the HSC from San Jacinto to Greens Bayou from 400 feet to 530 feet
- ▶ Addition and improvement of turning basins



Segment 5

- ▶ Deepening the HSC from Sims Bayou to the I-610 Bridge from 37.5 feet up to 41.5 feet



Segment 6

- ▶ Deepening the HSC from the I-610 Bridge to the Main Turning Basin up to 41.5 feet
- ▶ Improvement of turning basin

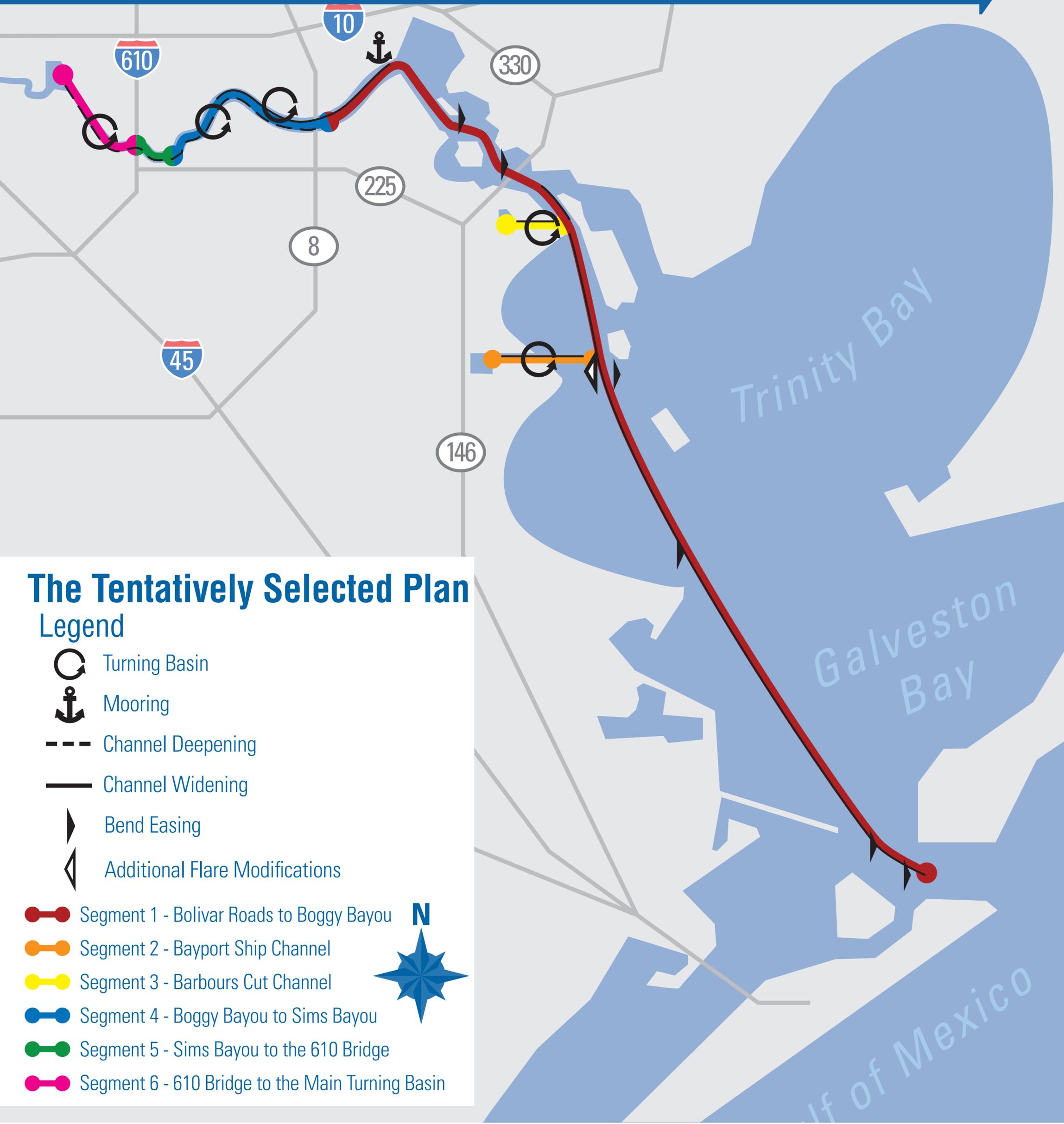
What are the effects on environmental quality?

Effects of the TSP on significant natural resources include impacts to:

- ▶ Unvegetated estuarine bay and river bottom
- ▶ Oyster reefs adjacent to improvement areas

In compliance with best practices and the law, impacts to oyster reefs will be mitigated by restoring reefs in adjacent areas of Galveston Bay.

The Tentatively Selected Plan (TSP)



The Tentatively Selected Plan

Legend

-  Turning Basin
-  Mooring
-  Channel Deepening
-  Channel Widening
-  Bend Easing
-  Additional Flare Modifications

-  Segment 1 - Bolivar Roads to Boggy Bayou
-  Segment 2 - Bayport Ship Channel
-  Segment 3 - Barbours Cut Channel
-  Segment 4 - Boggy Bayou to Sims Bayou
-  Segment 5 - Sims Bayou to the 610 Bridge
-  Segment 6 - 610 Bridge to the Main Turning Basin

N



Dredged Material Management Plan (DMMP)

The DMMP requires the development of a least cost placement plan.

The study expects the use of multiple placement areas (PAs) near the channels, spaced throughout the project, area to:

- ▶ Allow significant flexibility and efficiency for dredging
- ▶ Minimize impacts to the environment
- ▶ Provide opportunities for beneficial use

Spanish Display Plan

Por favor tome un boletín del proyecto



Por favor tome un formulario de comentarios

Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES LISTED UN FUNCIONARIO PÚBLICO?

YES / SI NO / NO YES, PLEASE / SI, POR FAVOR

First and Last Name/Nombre y Apellido
Working Address/Dirección de Oficio
City, State, Zip Code/Ciudad, Estado, Código Postal
Email Address/Correo Electrónico
Attention/Atención

How would you prefer to receive information about this study? (Please check one.) / ¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

E-mail Mail Other (please explain) / Otro (por favor de explicar)

COMMENTS (Please make additional comments on the back, if needed.) / COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 15, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.



¡Bienvenido!



US Army Corps of Engineers
Distrito de Galveston



El Cuerpo de Ingenieros del Ejército de los EE. UU. (U.S. Army Corps of Engineers o el Corps) le da la bienvenida a la **Reunión Pública sobre el Estudio de Factibilidad y la Declaración de Impacto Ambiental del Proyecto de Mejoramiento del Canal de la Expansión del Canal de Navegación de Houston (HSC ECIP).**

Por favor firme aquí

¿Cuál es el propósito de esta reunión pública?

- ▶ Invitar a la participación pública en el proceso de estudio.
- ▶ Solicitar comentarios del público para ser considerados en el Plan Tentativamente Seleccionado (TSP) propuesto
- ▶ Solicitar información pública sobre las oportunidades del Plan de Manejo de Material de Dragado (DMMP) y las posibles opciones.

Estamos aquí esta noche para recibir **sus comentarios** sobre el **Plan Tentativamente Seleccionado** propuesto y sobre el **Plan de manejo de materiales de dragado**.

Queremos su opinión acerca del **proyecto propuesto**.



ACERCA DEL ESTUDIO

¿Cuál es el propósito del estudio?

- ▶ Este estudio tiene como objetivo identificar y evaluar una combinación de modificaciones para mejorar la eficiencia y seguridad del Canal de Navegación de Houston.
- ▶ (El último estudio se completó en 1995, hace más de 20 años. En 2014 se preparó una Ley de Desarrollo de los Recursos Hidráulicos (WRDA) 905 b Reporte de Reconocimiento, la cual recomendaba el estudio de mejoras al HSC).

¿Cuál es el enfoque del Estudio?

El estudio se centra en la factibilidad de mejorar la navegación en las 50 millas del Canal de Navegación de Houston . El enfoque del estudio incluye:

- ▶ Oportunidades de hacerlo más profundo y amplio desde Boggy Bayou hasta la dársena principal de maniobras
- ▶ Mejoras de seguridad en los canales laterales en el Canal de Navegación de Bayport y el Canal Barbors Cut mediante la ampliación
- ▶ Mejoras en la seguridad y eficiencia de Galveston Bay Reach para ampliar y facilitar los recodos del canal.

Objetivos del estudio:

1. Investigar cómo mejorar la eficiencia de navegación de calado profundo para que se adapte a las embarcaciones más grandes, actuales y futuras.
2. Evaluar maneras de reducir las demoras de tráfico de embarcaciones.
3. Aumentar la seguridad del canal.
4. Establecer áreas para colocar el material dragado que sean ambientalmente adecuadas.

¿Dónde está el área de estudio?

- ▶ El estudio se centrará en las 50 millas del Canal de Navegación de Houston que se extienden desde Bolivar Roads en la desembocadura de la Bahía de Galveston hasta Buffalo Bayou hasta la dársena principal de maniobras justo al este del centro de Houston y sus canales laterales (Canal de Navegación de Bayport y el Canal Barbours Cut) ubicados en la Bahía de Galveston



El equipo de estudio



U.S. Army Corps of Engineers
(Agenica Líder)



Port Houston
(Patrocinador no federal)



Usted
El público y los actores

Para este esfuerzo de estudio, el HSC se ha dividido en seis segmentos:

- ▶ **Segmento 1** : el Canal de Navegación de Houston desde Bolivar Roads hasta Galveston Bay y el Río San Jacinto hasta Boggy Bayou
- ▶ **Segmento 2** : el Canal de Navegación de Bayport
- ▶ **Segmento 3** : el Canal de Navegación Barbours Cut
- ▶ **Segmento 4** : el Canal de Navegación de Houston de Boggy Bayou a Sims Bayou, cerca del túnel de Washburn
- ▶ **Segmento 5** : el Canal de Navegación de Houston de Sims Bayou al puente del 610
- ▶ **Segmento 6** : el Canal de Navegación de Houston aguas arriba del puente del 610 a la dársena principal de maniobras

¿A quién acudo para obtener más información o para proporcionar comentarios?

Correo: U.S. Army Corps of Engineers Distrito de Galveston
Atn.: Dr. Kelly Burks-Copes,
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Correo electrónico: HSC-ECIP@usace.army.mil

Puede obtener mayor información acerca del proyecto en línea en:
<http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx>

PROCESO DEL ESTUDIO

¿Qué es una Declaración de Impacto Ambiental?

Un estudio detallado que analiza los impactos significativos que una acción federal mayor puede tener sobre el medio ambiente y la comunidad local.

¿Qué es un estudio de factibilidad?

Un proceso de estudio que evalúa las soluciones propuestas a los problemas mediante el análisis de ingeniería, economía, medio ambiente, costos, propiedades inmobiliarias y otros impactos y aspectos de las soluciones alternativas.

Este proceso de estudio se utiliza luego para identificar el plan de mayor valor para la economía nacional.

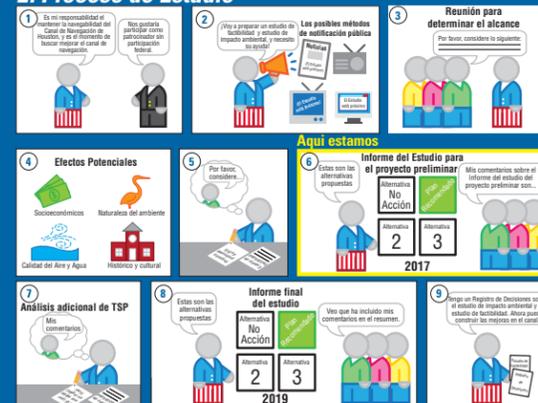
La preparación del EIS y del Estudio de Factibilidad se llevan a cabo al mismo tiempo para dar como resultado un documento único integrado por el Estudio de Factibilidad y el EIS, o **Proyecto de Reporte Integrado de Factibilidad y EIS (DIFR-EIS)**. El DIFR-EIS documenta el proceso de planificación efectuado para el Estudio de Factibilidad ECIP HSC.

El Cuerpo de Ingenieros está dirigiendo este estudio en colaboración con el patrocinador no federal, el Puerto de Houston.

¿En dónde estamos en el proceso de estudio?

Estamos a medio camino del proceso de estudio. Hemos formulado y analizado alternativas para identificar un **Plan Tentativamente Seleccionado** para ser revisado y comentado por el público y las agencias. Esto ha dado como resultado el DIFR-EIS. Después de revisar los comentarios del público y a través de la coordinación de la agencia, los consideraremos durante la siguiente fase del análisis detallado y refinamiento del Plan Tentativamente Seleccionado.

El Proceso de Estudio



Hitos del Estudio

- Presentación final de los comentarios sobre el alcance – **26 de mayo, 2016**
- Selección de alternativas enfocadas – **Julio 2016**
- Identificar un TSP – **Abril 2017**
- DIFR-EIS/TSP a disposición del público para su revisión – **Septiembre 2017**
- IFR-EIS final publicado en el Registro Federal para comentarios finales – **Julio 2019**

Formulación del Plan

Para abordar mejor los problemas de navegación identificados dentro del Canal de Navegación de Houston, el canal fue dividido en seis segmentos, y a cada segmento se le asignó un “buque de diseño” para ayudar a formular y seleccionar las medidas apropiadas que mejor aborden los problemas de navegación identificados en el Canal de Navegación de Houston.

Las medidas son los bloques de construcción de las alternativas.

- Durante el proceso de planificación se identificaron **45 medidas**
- De estas se descartaron **15 medidas** en base por razones ambientales, de ingeniería y económicas.
- Las **30 medidas** restantes se remitieron y combinaron en planes alternativos.

Las alternativas se formulan para abordar mejor los problemas y las oportunidades del estudio.

- Las alternativas son evaluadas contra las metas y objetivos del estudio.
- Se selecciona tentativamente el mejor plan que:
 - Optimice de forma razonable los beneficios netos
 - Considere el balance, la ingeniería, los impactos ambientales y los beneficios económicos.
- Beneficios económicos - beneficios económicos de reducir las demoras en el transporte menos el costo de la construcción de las mejoras propuestas.

ALTERNATIVAS DE ESTUDIO Y EL PLAN SELECCIONADO TENTATIVAMENTE

Alternativas de estudio

La gama final de alternativas consistió de la **Alternativa de No Acción y de ocho alternativas de acción** desarrolladas de las 30 medidas restantes para abordar los problemas tales como la congestión, demoras de buque, y prácticas ineficientes de carga de las embarcaciones a lo largo del canal.

La meta final es aumentar la eficiencia de navegación en todo el sistema del Canal de Navegación de Houston.

Leyenda Dársena de maniobras Atraque Profundización Ensanchamiento Atenuar recodos Modif. Ensanch. adicional

Alternativa 1
"Plan mínimo del Sistema"
(Sin ampliación de la bahía)
Plan mínimo que beneficia a todas las embarcaciones objetivo

Alternativa 3
"Plan Suezmax"
Enfoca el aumento del uso de los tanqueros de líquidos a granel del tamaño Suezmax

Alternativa 2
"Plan Bahía"
Considera los buques de transporte de contenedores de una forma más completa y eficiente

Alternativa 4
"Plan Aframax"
Para un mayor uso futuro de tanqueros Aframax en el canal superior

Leyenda Dársena de maniobras Atraque Profundización Ensanchamiento Atenuar recodos Modif. Ensanch. adicional

Alternativa 5
"Plan de Embarcaciones a Granel, Buques Petroleros y Transporte de Vehículos"
Estoca el uso más eficiente de la parte alta del HSC usada por estos buques

Alternativa 7
"Plan de Atrake en el Canal Superior"
Igual a la Alternativa 6 pero más cerca de la fuente de la mayoría de los viajes para reducir la distancia total del viaje

Alternativa 6
"Plan de Atrake en la Bahía"
Reduce los viajes frecuentes de los tanqueros de regreso a las áreas de anclaje y refugio en el Golfo para los buques averiados

Alternativa 8
"Plan Integral"
Las mejores partes de las alternativas 1-7

Plan Tentativamente Seleccionado (TSP)

Identificado como Alternativa 8, es el plan a nivel sistema que mejor cumple con los objetivos del estudio. Cuando se compara con las otras alternativas, esta alternativa reduce de manera más eficiente y en algunos casos pudiera eliminar las restricciones de la Regla de Potosí para tránsito 8 en el Canal de Navegación de Houston, y al mismo tiempo aumenta la seguridad. El Plan Tentativamente Seleccionado implementaría lo siguiente:

Segmento 1

- ▶ Cuatro atenuaciones de recodo en el HSC en Bay Reach con la reubicación asociada de carriles de barcaza
- ▶ Ensanchamiento, en todo o en parte, del HSC entre Bolivar Roads y el Canal de Corte Barbours de 530 pies a entre 650 y 820 pies con la reubicación asociada de carriles de barcaza
- ▶ Una nueva instalación de atraque de uso múltiple en el HSC cerca del Monumento San Jacinto
- ▶ Reevaluación del tamaño y profundidad de líneas de barcaza a lo largo del HSC para asegurar el uso correcto y continuo por barcazas
- ▶ Examen adicional de un ensanchamiento menor cerca de Hog Island y atenuación de recodos cercanas para mejorar la seguridad

Segmento 2

- ▶ Expansión del área en el Canal de Navegación de Bayport
- ▶ Una estructura para atenuar el asomeramiento cerca de la Expansión del Canal de Navegación de Bayport
- ▶ Ampliación del Canal de Navegación de Bayport de los 300 a 400 pies existentes del canal, a un canal de 455 pies de ancho
- ▶ Agregar una dársena de maniobras en la boca del corte en tierra del Canal de Navegación de Bayport Cut

Segmento 3

- ▶ Ampliar el Canal Barbours Cut de los 300 pies existentes a 455 pies
- ▶ Construcción de una combinación de extensión de área y dársena de maniobras en la entrada al Canal Barbours Cut

Segmento 4

- ▶ Profundizar el HSC de Bogy Bayou a Sims Bayou de 41.5 pies a 46.5 pies
- ▶ Ensanchamiento del HSC de San Jacinto a Greens Bayou de 400 pies a 530 pies
- ▶ Adición y mejora de dársenas de maniobra

Segmento 5

- ▶ Hacer más profundo el Canal de Navegación de Houston desde Sims Bayou al Puente I-610 del calado existente de 37.5 pies hasta 41.5 pies

Segmento 6

- ▶ Excavar el Canal de Navegación de Houston desde el Puente I-610 hasta la Dársena Principal de Maniobras a un calado de 41.5 pies
- ▶ Mejora de la dársena de maniobras

Plan Tentativamente Seleccionado (TSP)

Plan Tentativamente Seleccionado

Leyenda

- Dársena de maniobras
- Atraques
- Profundización del canal
- Ensanchamiento de Canal
- Atenuación de recodos
- Modif. Ensanch. adicional

- Segmento 1 - Bolivar Roads a Bogy Bayou
- Segmento 2 - Canal de Navegación Bayport
- Segmento 3 - Canal Barbours Cut
- Segmento 4 - Bogy Bayou a Sims Bayou
- Segmento 5 - Sims Bayou al Puente 610
- Segmento 6 - Puente 610 a Dársena Principal de maniobras

¿Cuáles son los efectos de la calidad ambiental?

Los efectos del TSP sobre los recursos naturales importantes incluyen los impactos sobre:

- ▶ Bahía de estuarios sin vegetación y el lecho del río
- ▶ Arrecifes de ostras adyacentes a las áreas de mejora

En cumplimiento con las mejores prácticas y con la ley, los impactos sobre los arrecifes de ostras serán mitigados mediante la restauración de los arrecifes y las áreas adyacentes de la Bahía de Galveston.

Plan de Manejo de Material Dragado (DMMP)

El DMMP requiere del desarrollo de un plan de colocación al menor costo.

El estudio espera el uso de varias áreas de colocación (PAs) cerca de los canales, espaciadas a lo largo del proyecto, y de un área para:

- ▶ Lograr una flexibilidad y eficiencia importantes para el dragado
- ▶ Minimizar los impactos al medio ambiente
- ▶ Proporcionar oportunidades para el uso benéfico

Appendix J

Meeting Photographs



Public meetings were held for the Houston Ship Channel Expansion Channel Improvement Project on October 19, 2017 and October 25, 2017. The public meetings were held in a combined open house and town hall style.



Upon arrival, attendees were asked to complete an attendee card and were provided with meeting materials including an agenda, comment form, and study newsletter.



During the open house portion of the meeting, attendees were invited to view the informational display stations arranged around the meeting space. The informational display stations included information about the study, the study process, and the study alternatives and TSP



Attendees were encouraged to discuss the study with available study team representatives.



Attendees were also encouraged to view the approximately 18-minute-long informational study video. The informational study video was played on a loop during the open house portion of the meeting.



At the conclusion of the open-house, the U.S. Army Corps of Engineers (USACE), Galveston District provided opening remarks to the meeting attendees, followed by a formal presentation and verbal comment period.



Following opening remarks, the USACE Project Manager for the study gave a formal presentation that included information about the Houston Ship Channel, the study focus, alternatives for consideration and the study process.



Following the formal presentation, attendees were given the opportunity to provide verbal comments. Attendees wishing to provide verbal comments were required to sign up during registration and were given five minutes to speak.

Appendix K
Court Reporter Transcripts

Public Meeting at La Porte Junior High on October 19, 2017

HOUSTON SHIP CHANNEL EXPANSION PROJECT PUBLIC MEETING

PUT ON BY ANDREA CATANZARO AND BYRON WILLIAMS

October 19, 2017

THE HOUSTON SHIP CHANNEL EXPANSION PROJECT
PUBLIC MEETING PUT ON BY ANDREA CATANZARO AND BYRON
WILLIAMS was written by Ms. Michelle Hartman,
Certified Shorthand Reporter in and for the State of
Texas and Registered Professional Reporter, reported
by computerized stenotype machine at the La Porte
Junior High, 401 South Broadway Street, La Porte,
Texas 77571, pursuant the provisions stated on the
record or attached hereto.

1 MR. WILLIAMS: Good evening, ladies
2 and gentlemen, and I'm pleased to know you're here
3 tonight. My name is Byron Williams. I'm the Chief
4 of Project Management at the Galveston District U.S.
5 Army Corps of Engineers representing my commander
6 Colonel Lars Zetterstrom in his absence for the
7 Houston Ship Channel Expansion Channel Improvement
8 Project.

9 For the record, let me state that this
10 public meeting was commenced at 7:30 p.m. on
11 October 19th, 2017 at the La Porte Junior High School
12 in La Porte, Texas.

13 Specifically, we are presenting
14 information and accepting public comments to the
15 draft Integrated Feasibilities Report and
16 Environmental Impact Statement for this city that was
17 released for public review on September 1st, 2017. A
18 court reporter is here to transcribe these
19 proceedings and all public comments.

20 The Corps of Engineers and the Port of
21 Houston Authority have been conducting a study to
22 reduce transportation costs while providing for safe,
23 reliable navigation on the Houston Ship Channel
24 System. A cost-effective plan has been identified
25 that we believe will significantly reduce current and
expected inefficiencies in the Houston Ship Channel

1 System. This plan we refer to as the tentatively
2 selected plan or TSP plan.

3 If not in this meeting, I hope that
4 all of you have had the opportunity to read the
5 notice of availability, either on the Galveston
6 district website or in the announcements that were
7 passed out to individuals and corporations that may
8 have an interest in these proceedings. It contains a
9 summary of the expansion and its environmental
10 impacts.

11 Before we go any further, I would like
12 to introduce the Port of Houston Authority
13 representatives. I have Mr. Rich Byrnes --

14 Will you stand.

15 MR. BYRNES: (Complies.)

16 MR. WILLIAMS: -- the Chief Port
17 Infrastructure Officer; Mr. Richard Ruchhoeft,
18 Project Manager for the Port of Houston.

19 I would now like to recognize the
20 public officials who are in attendance here tonight.
21 First commandeer, Steve Gillett with the Houston
22 Yacht Club, please stand.

23 MR. GILLETTE: (Complies.)

24 MR. WILLIAMS: Okay. Barbara Koslov,
25 Representative of the Harris County Judge Ed Emmett.

1 MS. KOSLOV: (Complies.)

2 MR. WILLIAMS: Tanya Robertson,
3 representative for the State Representative Briscoe
4 Cain, District 128.

5 MS. ROBERTSON: (Complies.)

6 MR. WILLIAMS: And council member
7 Nancy Ojeda for the City of La Porte City.

8 MS. OJEDA: (Complies.)

9 MR. WILLIAMS: Okay. Thank you.
10 Additionally, I would also like to
11 thank those who are with me from the Corps of
12 Engineers: Project manager Andrea Catanzaro --

13 MS. CATANZARO: (Indicates.)

14 MR. WILLIAMS: -- and the deputy chief
15 and project manager for this particular project;
16 Brian Harper, the Regional Planning & Environmental
17 Center Chief; Cheryl Jaynes, the planning lead;
18 Tammy Gilmore, the environmental lead; and Dr. Harmon
19 Brown, an environmental specialist.

20 DR. HARMON: (Complies.)

21 MR. WILLIAMS: Some of the meeting
22 ground rules for tonight: I hope everyone has
23 completed a comment form upon entering the room.
24 This form is used for us to provide your contact
25 information so we can keep you updated on the status

1 of this study. It can also be used to submit a
2 written comment. If you would like to make your
3 comments really tonight, please make sure that you
4 have indicated your intent on the sign-in sheet at
5 the door.

6 Those wishing to make a comment will
7 be given an opportunity to do so after the
8 presentation. If you prefer not to speak tonight,
9 you may submit your comments in writing to our office
10 by dropping them in the box provided sending via
11 Snail Mail or with an e-mail.

12 Ms. Andrea Catanzaro, I introduced
13 before as the project manager, will present an
14 overview of this feasibility study, and after her
15 presentation, I will open the floor for public
16 comments.

17 Thank you.

18 MS. CATANZARO: Thanks, Byron.

19 So just a little bit about our study.

20 It's not working.

21 The study, the purpose of course is
22 navigation and it's -- we're going to look at ways we
23 can reduce transportation costs while providing for
24 safe, reliable navigation on the Houston Ship Channel
25 System. Again, the study partner is the Port of

1 Houston Authority. The study authority is under
2 Section 216, Flood Control. It authorizes studies to
3 review the operation of completed federal projects
4 and recommends project modifications when advisable
5 due to significantly changed physical or economic
6 conditions.

7 So this next study area is the Houston
8 Ship Channel System includes a highly complex system
9 that includes 50 miles of channel, 25 miles of
10 different types of private and public industrial
11 terminals, and has over 8,000 vessels and 200,000
12 barges moving on the channel yearly, over 250 tons of
13 cargo each year.

14 To address navigation problems, the
15 channel is divided in six study segments and design
16 vessels were identified for each to formulate the
17 measures evaluated.

18 Okay. So the top study segment,
19 that's for the Boggy Bayou to Turning Basin in the
20 yellow and orange, and I guess pink is the upper
21 channel. It has issues of being very narrow, has
22 insufficient depth, so not as deep as the areas
23 downstream; and that was also in constrained vessel
24 sizes which caused light loading and one-way traffic
25 in that area.

1 Now, the section in blue is Barbour's
2 Cut. It is also a narrow channel, it has challenging
3 configurations, and a flare at the entrance causes --
4 makes entering the channel very difficult.

5 This, the section in green, which is
6 the Bayport Ship Channel, which has similar problems
7 to Barbour's Cut but also has a high area of shoaling
8 or sedimentation that results in very frequent
9 maintenance dredging it is very possible. And that's
10 that area right there (indicates.)

11 And then we have the downstream of the
12 area in red, which is most of the -- I mean channel,
13 and that's what we're calling the Bay Reach. It is a
14 narrow channel, it has challenging configurations, a
15 lot of bends to result in congestion, constrained
16 vessel size, and one-way traffic.

17 When we look at ways to reduce
18 transportation costs and safety across this system,
19 we need to consider existing and future vessels and
20 cargo that utilize them. Containerized and bulk
21 tonnage handled and facilities across the ship
22 channel are expected to increase over time. Export
23 products, like petroleum, will drive up the total
24 tonnage also entering the system. This will lead to
25 growth in a total number of vessels and an average

1 size of vessels entering the channel. This is
2 expected to worsen existing conditions -- I'm sorry,
3 this is expected to worsen existing congestion issues
4 and capacity limits for the system.

5 To address the problems, as we just
6 discussed, we develop measures or building blocks of
7 alternatives which were evaluated through several
8 iterations or screenings, after which alternative
9 plans were formulated. 45 structural and
10 non-structural measures were identified during the
11 early planning process and scoped out based on
12 whether they had addressed planning objectives.
13 Non-structural measures -- non-structural measures
14 were eliminated during early screening since they
15 were already willingly eliminated and did not further
16 contribute to the planning objectives.

17 After a second round of screening, a
18 total of 15 measures were screened out for
19 environmental, engineering, and economic reasons.
20 The remaining 30 measures were carried forward and
21 combined into eight alternatives -- combined into
22 eight alternative plans developed and addressing
23 problems, restrictions, and needs of each design
24 vessel in reach.

25 The next slide.

1 So I'm briefly going to cover the
2 alternatives. Alternative one in the top left is the
3 "Minimum System-Wide Plan" that benefits all target
4 vessels.

5 Alternative two is a "Bay Plan," which
6 more completely and efficiently addresses the need
7 for the Bayport Ship Channel and the Barbour's Cut
8 Channel.

9 Alternative three is a "Suezmax Plan,"
10 targets increased use of Suezmax-sized bulk liquid
11 tankers.

12 I believe alternative four, the
13 "Aframax Plan," for future increased use of
14 Aframax-sized tankers in the upper channel.

15 Next slide, please.

16 Alternative five, another "Bulker
17 Tanker, and Vehicle Carrier Plan" which targets more
18 efficient use of the uppermost part of the HSC by
19 these design vessels.

20 Alternative six, a "Bay Mooring Plan,"
21 which aims to reduce frequent tanker trips back --
22 from the docks back out to the Gulf anchorages and
23 also serves as a refuge for disabled ships.

24 Alternative seven is an "Upper Channel
25 Mooring Plan," and is the same as alternative six,

1 but closer to the docks to further reduce the source
2 of -- reduce the total trip distance.

3 Alternative eight, that is the
4 "Comprehensive Plan," and that includes the best
5 measures of alternatives one through seven.

6 To more completely address the range
7 of problems along the entire especially --

8 Next slide, please.

9 -- okay, we took all of these
10 alternatives and we analyzed them against not doing
11 anything, which we call a "No-Action Alternative."
12 That is just maintaining status quo to determine
13 which plan maximizes transportation cost savings on
14 the system. That plan which we called the
15 "Tentatively Selected Plan" or TSP, which will be
16 queried forward in study and environmental analysis
17 and refinement of the plan.

18 We included a minimum and maximum
19 width for the bay widening component of the TSP, and
20 that's what you see across and in green and within
21 the red attached slides. That's the plan alternative
22 eight that maximizes those economic bends that's
23 given a cost. That \$66 million (sic) is over and
24 above the cost in excess benefits.

25 So we included a minimum and maximum

1 width for the bay widening to ensure we describe a
2 full range of the environmental impacts of the plan
3 which will be -- further redefines and is necessary
4 to safe and efficient navigation of this segment
5 using ships as it progresses.

6 Next slide please.

7 And here again is just a larger image
8 of the TSP and the plan includes the channel widening
9 in the bay and some small portions upstream deepening
10 in the further-up central areas, bend easings to
11 allow ships to transit turns better, flare
12 modifications to enter those sites, better turning
13 basins, a mooring area was, as we discussed earlier,
14 and a shoaling attenuation feature to offset that.

15 Next slide, please.

16 The benefits of the project compared
17 to no action: Allows ships to load vessels deeper on
18 each transit upstream, reduces total number of vessel
19 calls each year, reduces costs for shipping goods
20 into and out of Houston, and it reduces congestion
21 over all of the channel.

22 The channel modifications are expected
23 to reduce average wait and transit times a vessel
24 speeds on the channel by as much as three hours, and
25 the delay time reductions are expected to be more

1 significant in the future when congestion is expected
2 to grow.

3 Now, for environmental impacts
4 associated with the project, most of the impacts are
5 associated with the dredging footprint on the
6 project. The environmental impacts to oyster reef
7 will result from construction of the project, but
8 those impacts would be fully mitigated by restoring
9 oyster reef in nearby areas of the bay and channel.

10 Temporary impacts would result from
11 deepening un-vegetated estuarine bay and river
12 bottom; salinity, surge and other hydrodynamics will
13 be assessed and determined through modeling during
14 the next phase of the plan; that detailed analysis of
15 the TSP.

16 Threatened and endangered sea turtles:
17 There are potential impacts and those come from the
18 limited use of hopper dredging that may occur at the
19 constructed channel. We plan to implement best
20 management practices in a hope to minimize those
21 effects.

22 Impacts to seagrasses, wetlands or
23 other threatened and endangered species are not
24 anticipated from this project.

25 Next.

1 So the next steps, we're going to
2 continue public participation by having this meeting.
3 You can comment as well any time you need to with the
4 comment cards, e-mailing them in or through the next
5 public meeting, you can attend that one as well. We
6 are having one next week, the next weekday, the 25th
7 of October at Galena Park.

8 I need some water. Excuse me.

9 After the -- the close of the public
10 comments, we will take those and consider them in the
11 next phase of the study as we do our detailed
12 analysis, and that should start around December of
13 the end of this year and last about 16 months. And
14 during that period of time, we will do the
15 engineering -- detailed engineering and environmental
16 analysis and further refinement of the TSP plan. We
17 will also develop a dredged material placement plan.

18 In May of 2019, that's when we plan to
19 complete the study and develop the final feasibility
20 reports. And then shortly a few months after that,
21 we should forward that up to our chief of engineers
22 for approval, and then after that it's forwarded to
23 Congress before deciding if they are going to
24 authorize it and then appropriate the funds for
25 construction.

1 Next slide.

2 So what can you do to participate
3 further, who do you contact, and how do you provide
4 comments? Again, you can include the mailed-in
5 comments to the address you see above to Dr. Kelly
6 Burks-Copes. You can also use our e-mail address.
7 We have a projects e-mail address that goes right
8 to -- I get it, as do some of our other PDT members
9 and all comments should be postmarked or received by
10 November 13th.

11 If you need more information, you can
12 go to our website. And with all of this information,
13 we will also have this presentation, the video posted
14 on that website and points of contact that you can --
15 can contact.

16 So that's the end of the plan
17 presentation. I will turn that back over to Byron.

18 Thank you all.

19 MR. WILLIAMS: Thanks, Andrea.

20 MS. CATANZARO: Yes, sir.

21 MR. WILLIAMS: Okay. A few more
22 guidelines before I call upon public comments.
23 Please keep your remarks to five minutes as we would
24 like everyone to have an opportunity to speak. I do
25 not believe that's going to be a major problem

1 tonight. We do have this room until 8:30. We would
2 like to emphasize that this will not be a question
3 and answer here.

4 SPEAKER: We can't hear you.
5 Microphone.

6 MR. WILLIAMS: Okay. Let's start
7 over.

8 Keep your remarks to five minutes. As
9 I stated earlier, I don't believe this will be a
10 major problem tonight. We have a number of
11 commenters. We would like for everyone to have an
12 opportunity to speak. We do have this room until
13 8:30. We would also like to emphasize that this is
14 not a question-and-answer session. This meeting is
15 to provide everyone with an opportunity to publicly
16 comment on the selective plan.

17 Please give all speakers the courtesy
18 of not making any comments during their presentation
19 and by silencing your phones and holding all calls
20 and/or other reactions so we can conduct an orderly
21 meeting and remain respectful of everyone's time.
22 All individuals have an equal right to be heard.

23 Okay. I'll now begin calling on
24 commenters who will have five minutes and you will be
25 warned within 30 seconds of the time that is

1 remaining by Greg Sevcik (ph) sitting in the front
2 row. Again, I do not believe that will be a problem.

3 And when you're called upon, come to
4 the podium, identify yourself by your full name and
5 any organization that you may represent.

6 Our first public comment spokesperson
7 will be Philip Kropf.

8 MR. KROPF: This microphone?

9 MR. WILLIAMS: (Nods.)

10 MR. KROPF: This is what I get for
11 getting here early and filling out the first form.

12 My name is Philip Kropf. I'm a
13 recreational boater, sailboater; been sailing on
14 Galveston Bay since the early '90s; a former
15 commodore, past commodore of the largest, probably
16 one of the most active boating organizations in the
17 area called Texas Marine Education Association.

18 I'm a retired architect and in my
19 spare time, I represent the recreational boaters to
20 the Coast Guard Area Maritime Security Committee; the
21 Lone Star Harbor Safety Committee, the area committee
22 which deals with environmental issues; and also I'm
23 the boater representative on the Coast Guard's ASP
24 coordination team.

25 I was around here five years ago when

1 the ship channel was deepened and widened. The -- we
2 got some things out of that the boaters liked but it
3 was -- it was a tough battle because unlike what
4 we're having during this study with the opportunity
5 to have private -- public comments and information
6 provided, some things that were proposed as the
7 projects was getting ready to happen that boaters
8 were not happy with.

9 We did end up with two boater cuts,
10 though, and a rebuilt Redfish Island as part of that
11 project -- or tangential to that project. And so as
12 part of this study -- and I've been following it as a
13 member of the Harbor Safety Committee for a couple of
14 years now -- in the upper part of the channel, voters
15 don't basically go above the Hartman Bridge for the
16 most part. So what happens, you have -- it doesn't
17 have an impact on us, what happens in the Bay reach
18 does have an impact.

19 And the two things we're concerned
20 about of the widening in the channel -- and I totally
21 understand the reasons for this, and don't object to
22 it basically -- but how it's done and what it impacts
23 is of interest to voters. Namely the two islands
24 that are out there, we wanted to make sure that
25 nothing happens to Redfish Island. We fought very

1 hard for it 15 years ago, the two boater cuts, and
2 also the midway placement area.

3 Less of importance to boaters, the
4 other feature that I've been studying, and I spent a
5 whole day studying the documentation on this project
6 recently, is the so-called attenuation feature which
7 would be up at the intersection of the Bayport
8 Channel and the Houston Ship Channel to reduce the
9 amount of silt that ends up in the Bayport flare. I
10 totally understand that.

11 I got that that out of a meeting today
12 with another Corps of Engineers person and Weeks
13 Marine (ph) where they were about to do some dredging
14 up there because of issues like that, the result of
15 Harvey.

16 So as I understand what that feature
17 would be, and I know it's totally conceptual, but
18 sort of follow it around the curves in the two
19 channels, (indicates) what we would like to see
20 hopefully would be to get again something out of it,
21 namely a recreational boater anchorage to be
22 conservative and serve both purposes, has to be
23 studied, but that's what we're going to be longing
24 for. If such a feature is going to be there, that
25 would be our preference.

1 The Houston Yacht Club representative,
2 he's left, they kind of got blind-sided a few years
3 ago by another feature that was going to be put in up
4 there, they got wind of this but advance notice -- or
5 no advance notice they were on board with this.

6 And so we will be writing comments,
7 providing our ideas, and we just want whatever's
8 going to happen to have some benefits to boaters and
9 not be detrimental. We are all for the environmental
10 part of it, the oyster reef. I am not personally
11 either -- I do care about that and the other
12 environmental issues and I know you're all studying
13 that carefully.

14
15 Thank you.

16 MR. WILLIAMS: Thank you.

17 Our next speaker will be Stephanie
18 Cardenas. Did I say that correctly?

19 MS. CARDENAS: Well, "Cardenas."

20 A little -- I need a stool. My name
21 is Stephanie Cardenas and I have been living on the
22 shoreline here in La Porte for my entire life, and
23 one of my concerns is the toxicity of this. I am
24 wondering about the mercury levels and that type of
25 thing that would pose an environmental impact to the

1 wildlife of Galveston Bay.

2 I'm also concerned with the
3 environmental issues for coastline real estate and
4 businesses, and not only the coastline real estate
5 and businesses, but La Porte is very bowl-shaped, and
6 so on the outskirts of La Porte, we have got a little
7 bit higher than what they have in the inside, for
8 storms, future issues like that. I wonder what the
9 environmental impacts are to not only people that
10 live along the coastline but to also people who live
11 very centrally in the center of La Porte and
12 surrounding areas that this would affect.

13 Also, I'm concerned with the two-way
14 ship movement and safety in certain areas. We have
15 been out there before. Alarms sounded when a ship --
16 two ships collided. The ship channel was shut down.
17 I am wondering if this will increase safety or
18 decrease safety with the widening and allowing of
19 more ships to pass.

20 And also for widening and deepening
21 every 15 years -- presumably that's the case. For
22 widening and deepening every 15 years, suppose what
23 were the environmental impacts, do we go deeper and
24 wider now so that way we're not doing this again in
25 15 years and sitting here and proposing and more

1 money's spent to do the same thing over and over
2 again?

3 And I think that those were all of my
4 concerns, but I'll have them in writing as well.

5 MR. WILLIAMS: Thank you.

6 MS. CARDENAS: Thank you.

7 MR. WILLIAMS: Thank you very much.

8 Mr. Mark Vincent, director of channel
9 development for the Port of Houston also just
10 arrived.

11 Our next commenter is Mr. Dick Wright.
12 He declined?

13 MS. CATANZARO: He declined.

14 MR. WILLIAMS: Okay. Actually, that's
15 all the commenters we have, unless somebody else
16 would like to say something.

17 Okay. We have gone through all of our
18 list of those who have indicated they wanted to make
19 a statement.

20 In conclusion, written comments on the
21 draft feasibility study and environmental impact
22 statement must be received on or before
23 November 13th, 2017, this conclusion of the 45-day
24 comment period that begins on September 1st, 2017.

25 I would like to thank the Port of

1 Houston Authority for their efforts and assistance in
2 preparing and holding this meeting tonight. I thank
3 you all for your attendance and interests and that --
4 and the interest that has been expressed here
5 tonight.

6 Again, my name is Byron Williams. I'm
7 with the Corps of Engineers. I thank you and
8 goodnight.

9 (Proceedings concluded at 7:42 p.m.)

10 STATE OF TEXAS

11 COUNTY OF HARRIS

12

13 REPORTER'S CERTIFICATE

14 HOUSTON SHIP CHANNEL EXPANSION PROJECT PUBLIC MEETING

15 PUT ON BY ANDREA CATANZARO AND BYRON WILLIAMS

16 October 19, 2017

17

18 I, Michelle Hartman, the undersigned
19 Certified Shorthand Reporter in and for the State of
20 Texas and Registered Professional Reporter, certify
21 that the facts stated in the foregoing pages are true
22 and correct.

23 I further certify that I am neither
24 attorney or counsel for, related to, nor employed by
25 any parties to the action in which this testimony is

1 taken and, further, that I am not a relative or
2 employee of any counsel employed by the parties
3 hereto or financially interested in the action.

4 SUBSCRIBED AND SWORN TO under my hand and
5 seal of office on this _____ day of November, 2017.

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Michelle Hartman



Michelle Hartman, CSR, RPR

Texas CSR 7093

Expiration: 12/31/17

Public Meeting at Galena Park High School on October 25, 2017

HOUSTON SHIP CHANNEL EXPANSION PROJECT PUBLIC MEETING

PUT ON BY ANDREA CANTANZARO
AND COLONEL LARS ZETTERSTROM

October 25, 2017

THE HOUSTON SHIP CHANNEL EXPANSION PROJECT PUBLIC MEETING PUT ON BY ANDREA CANTANZARO AND COLONEL LARS ZETTERSTROM was transcribed by Ms. Michelle Hartman, Certified Shorthand Reporter in and for the State of Texas and Registered Professional Reporter, from an audio recording of the public meeting held at the Galena Park High School, 1000 Keene Street, Galena Park, Texas 77547, pursuant the provisions stated on the record or attached hereto.

Due to the absence of a court reporter or audio recorder during the opening remarks and study presentation portions of this public meeting, these portions of the meeting have been summarized on pages 2 and 3 of this transcript. Please reference the transcript from the public meeting held at La Porte Junior High School on October 19, 2017 for the complete study presentation.

An audio recorder was present for the verbal comment portion of the meeting and a transcription of these comments begins on page 3.

1 SUMMARY OF OPENING REMARKS AND STUDY PRESENTATION

2 Opening remarks for the Houston Ship
3 Channel Expansion Channel Improvement Project public
4 meeting held on October 25, 2017 at Galena Park High
5 School were provided by Colonel Lars Zetterstrom,
6 Commanding Officer and District Engineer for the
7 U.S. Army Corps of Engineers, Galveston District.
8 Opening remarks included the purpose of the public
9 meeting, the purpose of the study, an introduction
10 of public officials or their representatives (Mr.
11 Clifton Edwards, representative of Harris County
12 Commissioner Jack Cagle and Mr. Reese Martin,
13 Interim Chief of Police for the City of Galena
14 Park), an introduction of the U.S. Army Corps of
15 Engineers project team representatives present
16 (Andrea Catanaro, Project Manager; Brian Harper,
17 Regional Planning and Environmental Center Chief;
18 Cheryl Jaynes, Planning Lead; Tammy Gilmore,
19 Environmental Lead; and Dr. Harmon Brown,
20 Environmental Specialist), and an explanation of the
21 meeting ground rules.

22 The study presentation was provided by
23 Andrea Catanzaro, U.S. Army Corps of Engineers
24 Project Manager for the Houston Ship Channel
25 Expansion Channel Improvement Project. The study
presentation included information about the study

1 purpose and study authority, the Houston Ship Channel
2 study area, existing and future conditions for the
3 ship channel, the screening process for measures
4 developed to address problems along the ship channel,
5 an overview and benefit-to-cost analysis of the eight
6 alternative plans developed, an overview of the
7 Tentatively Selected Plan (TSP), potential impacts
8 from the TSP and mitigation, next steps in the study
9 process, and who to contact for additional
10 information and where to provide comments.

11 THE VERBAL COMMENT PORTION OF THE MEETING WAS
12 FACILITATED BY COLONEL LARS ZETTERSTROM.

13 COL. ZETTERSTROM: All right. What are we
14 limiting the comments to? Is there a time limit?

15 MR. SEVCIK: Five minutes I think.

16 COL. ZETTERSTROM: Five minutes. If
17 you can, please try to maintain and keep your
18 comments to five minutes. We would appreciate that.

19 We would also like for everyone to
20 have an opportunity to speak tonight, which is why we
21 have the time constraint. We are scheduled and we
22 have only this room until 8:30 this evening. So we
23 would like to emphasize that, you know, we have to
24 complete that question-and-answer period by that
25 time. It looks like we will be able to do that with

1 the number of people.

2 This meeting is to provide everyone
3 with an opportunity to publicly comment on our plan.
4 Please give all speakers the courtesy of not making
5 any comments during the presentation silencing your
6 phone, holding your applause and other reactions so
7 that we can conduct an orderly meeting and remain
8 respectful of everyone's time and everyone's
9 comments. All individuals have an equal right to be
10 heard.

11 So the individuals that currently we
12 have had indicate that they would like to make a
13 verbal comment this evening are Amy Dinn, James
14 Prazak, Richard Wright, Kevin Matakis, and Michael
15 Long. I hope that I pronounced everyone's names
16 properly.

17 So at this time I will call on the
18 first individual to make verbal comments. So if they
19 will come forward here, they get to --

20 Do they have to come up here?

21 MS. CATANZARO: (Nods.)

22 COL. ZETTERSTROM: Yeah, you can make
23 your comments where you feel most comfortable making
24 your comments.

25 MS. CATANZARO: The podium's here.

1 COL. ZETTERSTROM: But if you want to
2 feel the power of the podium, you're more than
3 welcome to come here.

4 (Discussion off record)

5 MS. CATANZARO: Yeah. Yes, I actually
6 need them close to the podium.

7 COL. ZETTERSTROM: Let me actually
8 modify that comment. So we would like everyone to
9 come up here just because -- because of the lack of
10 the court reporter, we're recording on this device
11 here and we want to make sure that your comments are
12 heard for the record and make sure that they can be
13 considered in the completion of this feasibility study.

14 So the first individual I would like
15 to bring up this evening is Ms. Amy Dinn.

16 Amy, are you here?

17 MS. DINN: I have a question that --

18 COL. ZETTERSTROM: Sure.

19 MS. DINN: Are y'all able to answer
20 questions or are we just making a statement?

21 MS. CATANZARO: This portion's not
22 necessarily an answer session. If you want to have
23 answered a question, you know, later or --

24 MS. DINN: Okay.

25 COL. ZETTERSTROM: Okay.

1 MS. DINN: All right. Thank you.

2 MS. CATANZARO: We're just trying to
3 keep it consistent with the way we did it the last
4 time.

5 MS. DINN: Yeah.

6 COL. ZETTERSTROM: This is the second
7 public meeting.

8 MS. DINN: Oh.

9 COL. ZETTERSTROM: So does that mean
10 that you would like to -- you can still have an
11 opportunity if you don't want to --

12 MALE SPEAKER: You can still ask a
13 question, but we wouldn't be able to answer it
14 directly.

15 MS. CATANZARO: Yeah.

16 COL. ZETTERSTROM: You can make your
17 comments and ask your question, but we're not going
18 to respond to your question this evening officially,
19 but we will be able to respond.

20 MS. DINN: That's okay. I'll pass
21 then.

22 COL. ZETTERSTROM: You're going to
23 pass?

24 AMY: Yeah.

25 COL. ZETTERSTROM: Okay. So we're

1 going to transition to written comments on that one.

2 Thank you.

3 So the next is Mr. James Prazak.

4 MR. PRAZAK: I don't think I want to
5 add anything now.

6 COL. ZETTERSTROM: Nothing?

7 Mr. Richard wright?

8 MR. WRIGHT: YES, SIR.

9 COL. ZETTERSTROM: Please come up,
10 Sir. Thank you.

11 MR. WRIGHT: Richard Wright with
12 Magellan. I'm an engineering project manager.

13 Just briefly, we're very much in
14 support of what this -- the intent of this project.
15 I think our comment specifically is looking for
16 forward to an opportunity to work out specific
17 engineering details with how this expansion would
18 interface with our facilities.

19 MALE SPEAKER: Speak up.

20 MR. WRIGHT: Sure.

21 Is this better?

22 MALE SPEAKER: Yeah.

23 MR. WRIGHT: Do it again?

24 MALE SPEAKER: Yeah.

25 MR. WRIGHT: Richard Wright,

1 engineering project manager with Magellan.

2 Overall, we're very supportive of this
3 initiative and what it does. We do have specific
4 concerns with how it will interface with our
5 facilities and the assets that we have along the
6 channel, how the widening will impact those.

7 And we're -- our comment specifically
8 is we would like an opportunity to work out those
9 engineering details somewhere in this process.

10 COL. ZETTERSTROM: Okay. Thank you,
11 sir.

12 MR. WRIGHT: Thank you.

13 COL. ZETTERSTROM: The next individual
14 would be Mr. Kevin Matakis.

15 MR. MATAKIS: I would like to submit
16 my comment, please.

17 COL. ZETTERSTROM: Okay. Thank you,
18 sir.

19 And then finally Mr. Michael Long.

20 MR. LONG: The same, I'll submit them.

21 COL. ZETTERSTROM: Okay. And there
22 will be time afterward for informal discussions, but
23 for the purpose -- because this is a formal, public
24 meeting we need to make sure that we're formal and
25 get your comments for the record and make sure that

1 they're incorporated into our final analysis and into
2 the final step.

3 So I guess now we get to go to
4 conclusion. So in conclusion, written comments on
5 the draft integrated feasibility study and
6 environmental impact statement must be received on or
7 before November 13th, 2017, the conclusion of the
8 45-day comment period that began on September 1st,
9 2017.

10 I would like to thank the Port of
11 Houston Authority for their efforts and assistance in
12 preparing and holding this meeting tonight. I thank
13 you all for your attendance and interests and the
14 interest that has been expressed here tonight in this
15 critical project.

16 With that, the meeting is adjourned.

17 (Proceedings adjourned at 7:31 p.m.)

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19
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24
25

1 STATE OF TEXAS
2 COUNTY OF HARRIS

3

4 REPORTER'S CERTIFICATE
5 HOUSTON SHIP CHANNEL EXPANSION PROJECT PUBLIC MEETING
6 PUT ON BY ANDREA CANTANZARO
7 AND COLONEL LARS ZETTERSTROM

8 October 25, 2017

9 I, Michelle Hartman, the undersigned
10 Certified Shorthand Reporter in and for the State of
11 Texas and Registered Professional Reporter, certify
12 that the facts stated in the foregoing pages are true
13 and correct.

14 I further certify that I am neither
15 attorney or counsel for, related to, nor employed by
16 any parties to the action in which this testimony is
17 taken and, further, that I am not a relative or
18 employee of any counsel employed by the parties
19 hereto or financially interested in the action.

20 SUBSCRIBED AND SWORN TO under my hand and
21 seal of office on this _____ day of November, 2017.

22

23

Michelle Hartman

24

Michelle Hartman, CSR, RPR

Texas CSR 7093

25

Expiration: 12/31/17



ATTACHMENT 3

COMMENTS AND RESPONSES ON THE DRAFT INTEGRATED FEASIBILITY REPORT AND EIS

Sepulveda, Carl

From: John Gross <crosswire144@yahoo.com>
Sent: Monday, September 11, 2017 12:48 PM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Draft Feasibility Report ans EIS

Dear Dr. Burks-Copes,

As Commander of the Galveston Bay Sail and Power Squadron, I have received notification of the public meetings to be held concerning the subject project. I expect to be present at the September 27, 2017, meeting in LaPorte.

In reference to this project, I would like pose to some questions:

1. Concerning MM2_BSCRORO_1800 Mooring Facility: To what station of the BSC will the existing MarSec zone be extended to the east?
2. Concerning MM2_BSCRORO_1800 Mooring Facility: Will the existing MarSec zone be extended to the north to include the entire outline of the proposed mooring area, proposed turning basin, and the existing BSC channel?
3. Concerning SA2_BSCFlare: At what station of the BSC will the western end of the dike be placed?
4. Concerning SA2_BSCFlare: How far north of the red side ATONs in the BSC will the southern toe of the east/west section of the dike be placed?

Thank you for you time.

Sincerely,

John M. Gross
Commander Galveston Bay Sail and Power Squadron
281-433-3091

Sepulveda, Carl

From: North Channel Star <northchannelstar@gmail.com>
Sent: Monday, September 11, 2017 5:09 PM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Legal notice for Ship Channel Expansion

To Kelly Burks-Copes

Our newspaper is the official legal paper for Jacinto City, and widely read in Galena Park. Please consider notifying the public of your Sept. 21 meeting with a legal notice in our newspaper.

Thank you.

Julieta Paita

NORTH CHANNEL * STAR
5906 Star Lane, Houston, TX. 77057
281-328-9605 Phone
713-977-1188 Fax



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

CAPT. Doug Chappell

Mailing Address/Dirección de Envío

2951 MARINA BAY Dr. Suite 130-396

City, State, Zip Code/Ciudad, Estado, Código Postal

League City, TX 77573

Email Address/Correo Electrónico

captjdjsec@gmail.com

Affiliation/Afiliación

Texas MARINERS Cruising Association

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

- Newspaper Notice/Aviso de Periódico
- Notice in Mail/Aviso por Correo
- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico
- Other (please explain)/Otro (por favor de explicar)

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

I fully agree with the need and terminal outcomes of this effort. I support industry, shipping, port operations and the environmental protection aspects. Please consider the impact to recreational boating in the overall plan, implementation and outcome. It would be very much appreciated if the USACE might consider using dredge spoils to create a usable anchorage, conveniently located, whereas recreational boaters could also benefit from this effort. Your considerations in this matter are greatly appreciated by thousands of recreational boaters in the Galveston Bay and surrounding waters. Thank you!

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.

Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

KEVIN MATAKIS

Mailing Address/Dirección de Envío

City, State, Zip Code/Ciudad, Estado, Código Postal

Email Address/Correo Electrónico

KEVIN@LLOYDENG.COM

Affiliation/Afiliación

LLOYD ENGINEERING

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

- Newspaper Notice/Aviso de Periódico
- Notice in Mail/Aviso por Correo
- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one)/¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (please explain)/Otro (por favor de explicar) _____

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

WE WORK WITH MANY PRIVATE CLIENTS ALONG THE HSC, THE PROPOSED PROJECT DOES BOTH POSITIVELY & NEGATIVELY IMPACT THOSE CLIENTS.

WE COLLECTIVELY WOULD REQUEST A WORKSHOP TO DISCUSS THE PROPOSED CHANNEL LIMITS & POTENTIAL ADJUSTMENTS TO BEST ACCOMMODATE ALL & STILL PROVIDE WIDENED CHANNEL.

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.

Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

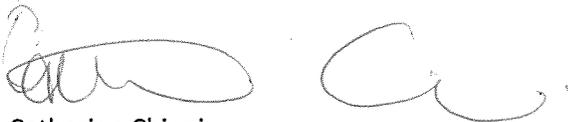
Dr. Kelly Burks-Copes
Coastal Section
Regional Planning & Environmental Center
PO Box 1229 Galveston TX 77553-1229

November 7, 2017

Dear Dr. Kelly Burks-Copes:

I request a CD copies of report for the HSC Expansion Channel Improvement Project - IMPROVEMENT PROJECT DRAFT INTEGRATED FEASIBILITY REPORT - ENVIRONMENTAL IMPACT STATEMENT (HSC ECIP DIFR-EIS) be mailed to me at the address listed below and to ensure I am on the stakeholders email recipient list: catherinemchinni@gmail.com

Thank you,

A handwritten signature in black ink, appearing to read 'Catherine Chinni', is written over a light blue horizontal line.

Catherine Chinni
Environmental Specialist
13105 NW Freeway, Ste. 825
Houston, TX 77040

Sepulveda, Carl

From: Denney, Thomas <THOMAS.DENNEY@energytransfer.com>
Sent: Wednesday, November 08, 2017 9:46 AM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Houston Ship Channel Expansion -- Pipelines Involved

Good morning,

We just concluded a meeting of the Texas Energy Coalition whose members are various pipeline companies in Texas. They mentioned that “the 11” pipeline companies affected by this project are listed in the COE plans. I’ve been reviewing that Plan (a massive document), and still cannot find the list.

I work with Sunoco pipelines within the Energy Transfer organization. I would very much appreciate if you could send me the list of 11, or steer me to the location of the list within the Plan.

Thank you!

Thomas Denney



Thomas Denney

Sr. Specialist, Land & Right of Way
Energy Transfer Partners
1 Fluor Daniel Dr., A-3, Sugar Land, Texas 77478

O:281-637-6414

C: 281-299-7969

Private and confidential as detailed [here](#). If you cannot access hyperlink, please e-mail sender.



November 8, 2017

Intercontinental Terminals Company LLC
P.O. Box 698 Deer Park, Texas 77536-0698
(281) 884-0300

To whom it may concern:

Intercontinental Terminals Company, LLC (ITC) has reviewed the Houston Ship Channel Expansion Channel Improvement Project Draft Integrated Feasibility Report - Environmental Impact Statement (HSC ECIP DIFR-EIS). In general, ITC fully supports the widening and deepening of the Houston Ship Channel to provide safe and reliable navigation in order to increase commerce through the Houston Ship channel. We would like to provide the following comments, suggestions, and questions:

- a. The current path in Segment 4 deviates south from the current center line of the channel and encroaches on the ability to maneuver ships safely in and out of our docks. In addition it creates a safety concern for the barge lanes on the south side (see the attached). ITC would like to better understand the plan for ship and barge traffic with the proposed improvements to Segment 4. The proposed channel widening encroaches on multiple facilities, both existing and planned, and would restrict barge lanes on both sides of the proposed channel.
- b. ITC has existing infrastructure and new developments planned for our facility in Pasadena within Segment 4 of the project. The widening and deepening will greatly benefit this new project; however, ITC requests a coordination meeting with stakeholders to review the proposed widening path and work through any potential conflicts with our proposed development.
- c. The Turning Basin 775+000 currently proposed in Segment 4 will have a significant impact on our existing facility and proposed development.
- d. ITC would like Suezmax vessels considered for Segment 4 as we currently have plans and designs for future projects involving Suezmax vessels.
- e. ITC understands that dredge placement areas will be a large part of the study and is an ongoing concern for many private industry users of the port. It would be beneficial if the study made an allowance for private maintenance dredging needs in the consideration of new placement areas.

We look forward to the opportunity to provide more direct input as a stakeholder in Segment 4 and reviewing the results of the more detailed design and study. Please reach out for clarifications, coordination, or with any follow on questions to the items above.

Regards,

Bob Pennacchi
Chief Operating Officer
Intercontinental Terminals Company
(281) 884-0239 Work
(281) 881-8625 Mobile
(281) 884-0203 Fax



ITC is a safe and dedicated partner whose associates are recognized as proud leaders in customer care and operational excellence.

additional survey data. This measure allows for the petrochemical industry in this stretch of channel to realize the benefits from the downstream 46.5-foot project and would extend the widening to 530 feet.

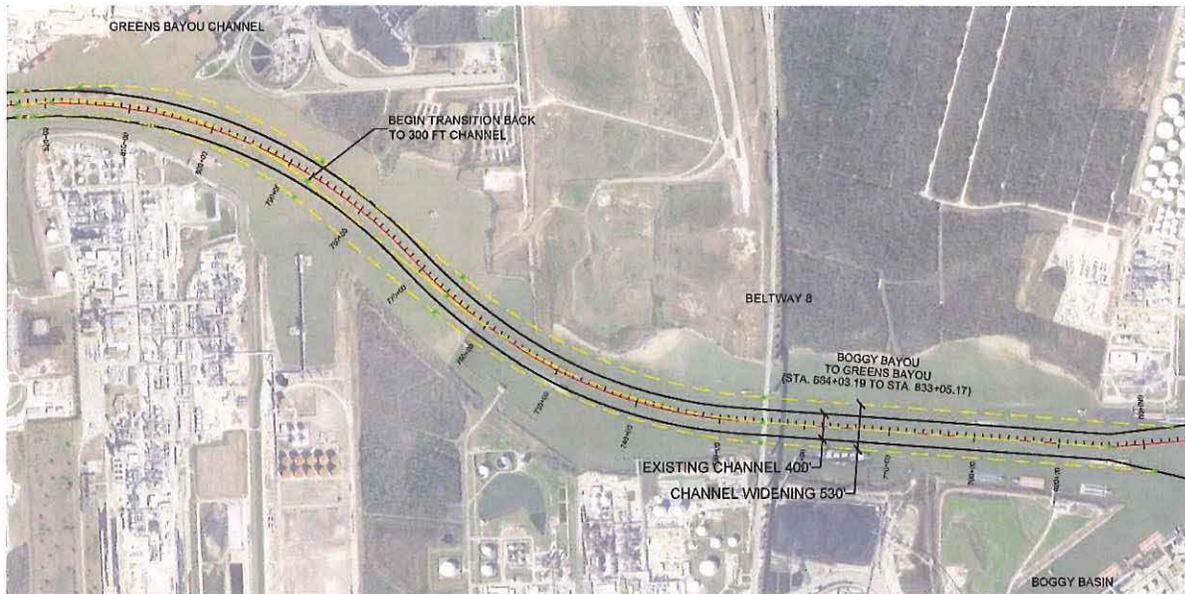


Figure 4-14: CW4_BB-GB_530 – Bogy Bayou to Greens Bayou Widening 530 Feet

4.3 Channel Deepening

Three measures were developed within Segments 4, 5 and 6 of the HSC that are currently at depths above -46.5 feet MLLW.

4.3.1 Segment 4

The current depth of the HSC from Bogy Bayou to Sims Bayou is -41.5 feet MLLW. Measure **CW4_Whole** proposes to deepen Segment 4 by approximately 5 feet between Stations 684+03 to 1110+77.54. This allows for the petrochemical industry in this stretch of channel to realize the benefits from the 46.5-foot project but would not lift current channel vessel beam restrictions. Additional design consideration will be required regarding pipeline relocations and the Washburn Tunnel, existing dock facilities, etc. USACE Galveston District Surveys indicate that depths of this segment are already more than -41.5 feet MLLW. However, at the tunnel crossing, the channel depth is maintained at a 40.5 foot plus 1-foot allowable overdepth (AO). Any improvements in this area would have to avoid impacts to the Washburn Tunnel. Incremental depth analysis will be conducted post TSP. No local service facility (LSF) improvements are currently considered in this analysis but will be reviewed post TSP. The majority of the facilities in this section are currently upgrading, constructing or permitted to upgrade or construct their facilities regardless of these channel improvements.



790+00

APPROX. PROPOSED
SHIP CHANNEL
WIDENING (530')

102.81'

237.60'



November 9, 2017

Dr. Kelly Burks-Copes
U.S. Army Corps of Engineers, Galveston District
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, Texas 77553-1229

Dear Dr. Burks-Copes:

The Greater Houston Port Bureau wishes express its support of the Houston Ship Channel Expansion Channel Improvement Project Tentatively Selected Plan (TSP) and to provide feedback on certain elements of the TSP.

As the leading maritime trade organization for the Greater Houston port region and the marine exchange of Texas, the Greater Houston Port Bureau represents over 200 industry and port companies, most of which operate in the Houston Ship Channel region.

The Board of Directors supports the comprehensive approach to addressing the Houston Ship Channel's safety, efficiency, and commerce challenges by investing in current and future infrastructure. There are several elements of the plan or challenges that industry hopes can be addressed in the final plan.

First, the Board of Directors strongly supports deepening and widening of the Boggy Bayou to Sims Bayou reach (Segment 4) and an upper channel mooring. This section of the Houston Ship Channel is home to several liquid bulk terminals with docks that are already permitted to receive 46.5-foot draft vessels. As liquid bulk vessels increase in size, the Houston Ship Channel should expand to match forecasted vessel dimensions. Terminals have expressed interest in increasing the use of Aframax and Suezmax liquid bulk vessels within this reach.

However, with current vessel and channel dimensions above Boggy Bayou, an estimated one transit per day is delayed due to daylight-only restrictions based on its dimensions, primarily beam. Furthermore, about seven vessels per day are prohibited from meeting in that part of the channel due to combined beams. Widening the Houston Ship Channel above Boggy Bayou will assist in reducing these transit restrictions, thereby improving safety and efficiency of vessel movements.

Additionally, an upper channel mooring will improve efficiency of multi-movement vessels. Chemical tankers, the most common multi-movement vessel type, call upon several terminals during their calls to Houston. If the next required terminal is not available upon completion of cargo operations, the vessel must find a layberth or return to the anchorage. Availability of mooring in the upper channel would provide an alternative which would decrease unproductive movements on the Ship Channel.

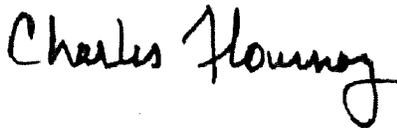
Secondly, availability of dredged material placement areas (DMPA) and the need for a dredged material management plan (DMMP) are already concerns for ship channel users, and these concerns will only become more acute as DMPA availability for private terminals diminishes. The Board of Directors recommends that potential DMPAs are included as part of the plan, not only after the plan has been finalized.

Thirdly, the Board of Directors strongly encourages that existing barge lanes remain intact, and furthermore, the barge lanes will benefit from deepening to accommodate the hydrodynamic effects of increasingly larger deepdraft vessels in the main channel passing or meeting brownwater vessels in the barge lane.

Finally, and most importantly, the Board of Directors recommends working closely with terminals and ship channel users to ensure channel modifications interact safely and effectively with existing and planned terminal facilities. This should include stakeholder meetings and interviews. The Port Bureau is happy to facilitate meetings with its member companies to assist with achieving this goal.

Thank you for your consideration of our remarks regarding the TSP. Please contact myself or CAPT Bill Diehl, President of the Greater Houston Port Bureau if you have any questions.

Sincerely,



Charles Flournoy
Chairman
Greater Houston Port Bureau

Sepulveda, Carl

From: mike manering <mjmane@comcast.net>
Sent: Thursday, November 09, 2017 8:15 AM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Comments on Houston Ship Channel Expansion Channel Improvement Project

Nov 9, 2017

US Army Corp of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section,
Regional Planning & Environmental Center
PO Box 1229
Galveston, TX 77553-1229

Dear Dr. Burks-Copes:

Please reply to this email that it is acceptable to you as my formal submit of comments on this Project.

1. Parts of the Project including but not limited to the dredge plan details and the shoaling attenuation details are listed as TBD and have not had a public review and comment opportunity. A follow-up public review and comment period is needed for these TBD details and any other Project details that change from what was presented for the initial review/comment period.
2. Dredge Material Placement is a critical aspect of the Project to residential, recreational, environmental and wildlife concerns and must be detailed, published and made available for public comment in order for an adequate evaluation of the Project by the government and private sectors to be done.
3. The Bayport Channel Shoaling Attenuation Structure is a critical aspect of the Project to residential, recreational, environmental and wildlife concerns and must be detailed, published and made available for public comment in order for an adequate evaluation of the Project by the government and private sectors to be done.
4. Noise from all Project construction work for Bayport Channel widening, deepening, expansion and improvement must be fully mitigated due to the proximity (as close as 50 feet to about 2 miles) of all the Bayport Channel Project work sites to densely populated residential neighborhoods in La Porte, Shoreacres, Pasadena & Seabrook. This includes all work out in the open Bay reach of the Bayport Channel as well as at the mouth of the Bayport channel and inside the entire length of the Bayport Channel land cut. In addition to keeping daytime Project work noise to a minimum, night time and specifically sleep time quiet hours must be put in place, monitored and enforced. Specific sources for Project noise mitigation should include but not be limited to the noise from dredges, crew boats, work boats, tows/tugs, work barges, diesel engines, gas engines, generators, heavy equipment on vessels and on land, etc.

Thank you for your consideration of my comments.

Sincerely,

Mike Manering
208 Bay Colony Dr
La Porte, TX 77571
mjmane@comcast.net

Sepulveda, Carl

From: Randy Stiefel <rstiefel@poha.com>
Sent: Thursday, November 09, 2017 7:38 AM
To: CESWG-HSC-ECIP
Cc: Ruchhoeft, Richard; Sarabpreet (Chaney) Singh
Subject: [EXTERNAL] Channel Improvement Project

In segments 5 and 6, it should be included in the study to allow the larger beam Ro Ro vessels (NEOPanamax 35.8m beam) passage to the City Docks.

Randy Stiefel
Director of General Cargo Facilities



E: rstiefel@poha.com • PortHouston.com
O: 713.670.2435 • **F:** 713.670.2697 •
111 East Loop North • Houston, Texas 77029



CONFIDENTIAL COMMUNICATION: This message and any attached materials are for the use of the addressee above and may contain confidential information. Please do not disseminate, distribute, or copy this message unless you are the addressee.

If you received this message in error, please immediately notify the sender by replying to this message or by telephone.

**MVP Terminalling, LLC
One Williams Center, Suite 3100
Tulsa, OK 74172**

November 10, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

**Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project,
Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility
Report and Environmental Impact Statement**

Dear Dr. Burks-Copes:

MVP Terminalling, LLC, which is jointly owned by Magellan OLP, L.P. and Valero Terminalling and Distribution Company ("MVP"), supports the overall Houston Ship Channel Expansion Channel Improvement Project ("Project") and commends the U.S. Army Corps of Engineers-Galveston District ("USACE") and the Port of Houston Authority ("PHA") for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement ("DIFR-EIS") along with the Tentatively Selected Plan ("TSP"). We appreciate the opportunity to provide comments for the DIFR-EIS.

There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, MVP is the owner of the MVP Pasadena Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basin, and is authorized to construct but has not yet constructed four ship dock platforms under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP and will create jobs. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.

MVP respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. MVP would be glad to provide support to such an effort.

Regards,

MVP Terminalling, LLC

By: Valero Terminaling and Distribution Company

By: _____

Name: Rich Lashway

Title: Senior Vice President



November , 2017

USACE Galveston District
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553
HSC-ECIP@usace.army.mil

Dear Sir or Madam,

Contanda has reviewed the Houston Ship Channel Expansion Channel Improvement Project Draft Integrated Feasibility Report - Environmental Impact Statement (HSC ECIP DIFR-EIS) and would like to provide the following comments.

- a. Contanda has a major new development planned for Segment 4 of the proposed widening project. Although the widening and deepening will benefit some, our project conflicts with the currently proposed widening plans. As a result, Contanda requests a coordination meeting with stakeholders to review the proposed widening path. In an effort to work through any potential conflicts.
- b. Contanda desires Suezmax vessels be considered for Segment 4 as we currently have plans and designs for projects involving suezmax vessels.
- c. The Turning Basin at 775+00 currently proposed in Segment 4 will have a significant impact on our proposed development, preventing the construction of multiple dock facilities and in its current format is in major conflict with our developments and plans. Contanda requests a coordination meeting with USACE to review the proposed turning basin to try and work through these potential conflicts.
- d. Contanda understands that dredge placement areas will be a large part of the study and is an ongoing concern for many private industry users of the Port. It would be beneficial if the study made an allowance for private maintenance dredging needs in the consideration of new placement areas.
- e. Deepening of the channel in segment 5 and 6 will require an engineering review of existing dock facilities used by Contanda to determine if additional modifications must be made to ensure safe operations under load conditions and deeper draft. Significant modifications may be required.
- f. With the assumption of maintenance already approved for Jacintoport Channel federalization, Contanda would like to further understand this issue and the resulting burdens on current landowners. As such, Contanda request a meeting to discuss the subject matter.

We look forward to the opportunity to provide more direct input as a stakeholder in segment 4 and seeing the results of the more detailed report. Please do not hesitate to reach out with clarifications or follow questions to the items noted above.

Contanda LLC | G.R. Jerry Cardillo | President and CEO | JCardillo@Contanda.com

1111 Bagby Street | Suite 1800 | Houston, TX 77002 | O (832) 699-4046 | C (713) 705-8553

Key Contanda Contact:

Michael Long
1111 Bagby Street Suite 1800
Houston, TX 77002
832-699-5311
mlong@contanda.com

Regards,

Contanda LLC



G.R. Jerry Cardillo
President and CEO
Contanda LLC

November 10, 2017

Dr. Kelly Burks-Copes, Coastal Section
U.S. Army Corps of Engineers, Galveston District
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Via email: HSC-ECIP@usace.army.mil

Dear Dr. Burks-Copes,

This letter is in response to the request for port stakeholder comments on the Houston Ship Channel Expansion Channel Tentatively Selected Plan (TSP). We appreciate that the USACOE is asking for/considering feedback from port stakeholders.

As background, The Dow Chemical Company is a major manufacturer with three major manufacturing sites in the Houston region. Dow is a top tier exporter storing and shipping materials from various third party managed facilities on the Houston Ship Channel to destinations world-wide via bulk chemical tankers, and container vessels. Domestically, Dow is one of the biggest shippers of chemicals by inland barge in the United States.

Dow relies heavily on the safety and sustainability of the Houston Ship Channel. As such, we have been a vested and active stakeholder participating in dredging, security, and port efficiency discussions for many years. Dow sees the Tentatively Selected Plan (TSP) as a major positive step for the safety and sustainability of this vital waterway. While we support the overall direction, there are a few areas where we would like to make further comment:

- **Mid-harbor mooring** – Dow appreciates the inclusion of these structures in the TSP. For the chemical tanker segment, the lack of mid-harbor berthing has been a source of concern and inefficiency for many years.

With increasing terminal restrictions, it is becoming more and more difficult for vessels to arrange for the supplies and inspections they need to trade efficiently. While the mid-harbor moorings are beneficial as designed, the addition of land bridge access would make the mooring stations a safe and easy place to do crew changes, receive stores, perform tank inspections, get inspected by USCG (COC or PSC), etc. Further, as one of the berths seems to be designed specifically with “place of refuge” in mind, having some sort of land access would reduce response time, cost, and complexity of providing support to a vessel in distress.

The report does not seem to mention plans for management of the mid-harbor mooring structures, so we will suggest that these mooring structures be administered/scheduled (first come first serve) by some entity (Port of Houston Authority is preferred). There are a few reasons:

- Vessels are required to generate passage plans, order pilots, etc. prior to embarking. In effect, they need to know where they are going before they leave their present location. Without a scheduling entity of some sort, vessels may head to the mid-harbor mooring location only to find the berths are occupied. This kind of situation could cause additional traffic congestion and confusion.
- Vessel companies could potentially develop monopolistic strategies. Once a vessel owner gets a vessel in at a mid-harbor mooring station, they could elect to hold that vessel in place until another of their vessels is available to move in and take the moored vessel's place. In effect, they could continue this sort of behavior and block out other carriers.
- In the event that the third mooring station is needed for a safe refuge situation, the scheduling entity would need the authority to bump a vessel(s) that might be occupying the mooring area to make room for the ship in distress.

A reasonable vessel owner fee should be expected for use of the mid-harbor anchorages. The proceeds of such a fee could then go towards maintenance, operations, and improvements. A "reasonable fee" would not significantly exceed the average costs involved with moving the vessel all the way out to anchor.

Construction sizes of vessels are increasing. While the current average size is 600'x106', we request the target vessel for any mid-harbor mooring facilities be at least 750'x106' to accommodate the newer/future vessels being built.

Better use of existing lay berths – Deepening segments 5 and 6 is appreciated. Many chemical tanker vessels draw more than 37 feet and are thereby restricted in the upper reaches of the channel. Similar to the previous comments, we would appreciate consideration of designing sections 5 and 6 with newer/future construction sizes in mind (750'x106'). Deeping these sections will result in fewer delays and trips to anchor in addition to providing additional flexibility in the winter months when northerly winter events reduce drafts.

- **Easing/ eliminating daylight restrictions** – While chemical tankers are not directly daylight restricted due to their size, they are indirectly impacted when pilots, tug, and mooring resources see daylight restriction related surges in activity. (Per Lone Star Harbor Safety numbers 670 tank vessels and 550 LPG vessels are daylight restricted per year).

Daylight restrictions are costly to industry and design should accommodate 24/7 operation as much as possible. During weather events such as fog season (typically late November through early April) there can be limited opportunities to move vessels exacerbating the draw on pilot, tug, and mooring resources.

- **Dredge Placement Areas** – Given the shortage of places to put dredge material, new areas should be selected that benefit the USACE and facilities. The highest concentration of facilities is located between Lynchburg and the Buffalo Bayou turning basin. Moving

dredge material out to sea from this area is cost prohibitive and without a good solution, growth could be impacted.

- **Traffic separation / two way traffic** –
 - Considering the amount of traffic and strategic location of the Texas City Y, we would appreciate consideration of eliminating the shoal at B-26 to allow two-way traffic in the Bolivar Roads Alternate Inbound Route (BRAIR). Better traffic separation in this area was a core NTSB recommendation issued after the Texas City Y spill.
 - As vessels get larger, their impact to barge navigation can also increase. Suggest the project consider 15' MLLW and an additional 25' of width to provide barge operators more room to maneuver / counter the increasing hydrodynamic forces of bigger vessels.
 - Maneuvering space in the Lynchburg and lower San Jacinto River is limited/tight for the amount of navigation activity. In this area, deep draft vessel traffic, combines with heavy barge traffic (given nearby fleeting areas), and regular passenger ferry traffic. Consideration of dedicated barge lanes and/or widening of the San Jacinto River should be considered.
 - The new design should ensure channel dimensions accommodate two-way 24/7 operation of the new 1100' LOA vessels that are predicted to call Houston container terminals.

- **Increased support for lightering operations** – To minimize the number of berth calls for chemical tankers, it can sometimes be easier to load a barge and have the barge meet the vessel while the vessel is conducting other business. Given the high terminal utilizations and increasing berth restrictions, this sort of operation is getting more and more difficult to arrange alongside. We would appreciate consideration of creating (dredged) anchor/mooring stations on the side of the channel between Bolivar Roads and Barbour's Cut, so that ships can lighter there to/ from barges and/or ensuring that the design of the mid-harbor mooring allows for this sort of transfer.

- **Technology** – Given the time frame of this study and the increasing role that we are seeing technology play in every facet of our lives, it seems notable that there is little to no inclusion/integration of technology to maximize the impact and effectiveness of the design.

For example, every year, vessels experience an average of 368 hours of partial and full navigational closures on the Houston Ship Channel (per StormGeo). These delays cost industry many millions of dollars every year and hurt Houston competitiveness.

While there may not be much that can be done about the fog itself, technology may be able to help vessels maintain top notch situational awareness even in low/no visibility situations. For example, more advanced radar/traffic control systems, smart buoys loaded with "internet of things" sensors, better scheduling/communications systems, etc. have the potential to increase the effectiveness of traffic separation, better enable 24/7

operation, warn of shoaling/prevent shoaling, provide for better terminal/vessel schedule visibility, etc.

Furthermore, there is significant legitimate research being done (and significant progress is being made) in the area of next generation maritime technologies. A few of these are:

- A partnership in Europe (Yara International/Kongsberg Maritime) claims they are on track to deliver an autonomous container vessel as soon as the year 2020.
- Rolls-Royce and Google recently formed a partnership to create smarter autonomous vessels based on artificial intelligence and cloud machine learning.
- Sea Traffic Management is an ongoing project in Europe that is striving to connect and update the maritime world in real time with efficient information exchanges between vessels, port authorities, terminals, and other service providers.

While technology is advancing rapidly, it does not live in a vacuum. Often, there are infrastructure components that are needed to lay a foundation and enable new technology. In a similar way that smart cars are smarter on smart roads, smarter vessels will need smarter infrastructure. If there are viable design considerations that help lay a foundation for “future” vessel traffic, now is an opportune time to seriously research and consider those sorts of design options.

Thank you again for the opportunity to comment and work collaboratively on this important study. We look forward to the continued dialog and the final recommendations.

Kindest Regards,
Lance Nunez
NA Marine Operations Leader
The Dow Chemical Company
1254 Enclave Parkway
Houston, TX 77077-1607
Office: 281-966-2099
Fax: (281) 966-4660
Mobile: 979-848-7417



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

Jack YoES

Mailing Address/Dirección de Envío

16506 Locke Haven

City, State, Zip Code/Ciudad, Estado, Código Postal

Houston TX 77059

Email Address/Correo Electrónico

Jack.YoES@sbcglobal.net

Affiliation/Afiliación

Houston Yacht Club

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

- Newspaper Notice/Aviso de Periódico
- Notice in Mail/Aviso por Correo
- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one) / ¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

- Website/Sitio web
- Mail/Correo
- Email/Correo Electrónico
- Newspaper/Periódico

Other (please explain)/Otro (por favor de explicar) _____

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

The Houston Yacht Club knows that continued development is needed to stay competitive and feed the Houston economy. It must be done while maintaining the recreational uses of the bay

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.
Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

P.1

General Comments

As projects are built off of Red Bluff or along the Bayport channel, the ability of recreational boaters to transit the area freely is restricted. It is in no one's interest to force more recreational traffic into the HSC. Many craft less than 30 ft length pass between Red Bluff Point and HSC each day. Many of these craft do not have engines and need to tack their way up/down the bay. These are Houston Yacht Club members, visitors to HYC and other folks who use Upper Galveston Bay for recreational outings. The combination of the shoaling attenuation structure and the turning basin may already be so restrictive to sailing craft that they will be forced into the HSC or, even worse, discontinue using North Galveston Bay for recreational purposes.

The dredging of the last few years and the increased ship traffic in the Bayport channel has increased the silting in the Houston Yacht Club harbor. The planned projects should help provide some relief for HYC from the costs of keeping our harbor open.

Shoaling Attenuation Structure

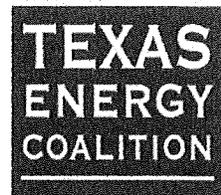
A structure along the flare on the north side could be useful for recreational boaters. The structure would need to be above the normal water level and well marked. If this is done it would help reduce dredging and form a much needed anchorage for boaters in North Galveston Bay. Long extensions along the west side of the HSC or north side of the Bayport channel could become serious impediments to recreational traffic and are opposed by the Houston Yacht Club. A structure along the south side of the flare would have little/no positive impact for recreational boaters. The negative impact is mentioned above.

Turning Basin at Bayport

If this is an expansion of the existing basin at the cruise terminal, there is no direct impact on recreational boaters. There are some general concerns that were mentioned above. However, if this basin were placed on the north side of Bayport it would have a direct and negative impact on the Houston Yacht Club and its members. Any POH expansion that reduces the area available in North Galveston Bay will be strongly opposed. This includes a turning basin north of Bayport as well as any dredge placement west of the HSC and north of Bayport channel or dredge pipe routing that is not along the edge of existing channels.


Commodore
Houston Yacht Club

P. 2



6207 Inwood Drive
Houston, TX 77057

November 13, 2017

Dr. Kelly Burks-Copes
Coastal Section, Regional Planning & Environmental Center
U.S. Army Corps of Engineers, Galveston District
P.O. Box 1229
Galveston, Texas 77553-1229

RE: Houston Ship Channel Expansion Improvement Project – Public Comments

Dear Dr. Burks-Copes:

The Texas Energy Coalition (“Coalition”) was formed in 1995 and consists of pipeline transmission companies having common interests in a variety of issues, including port expansion projects. The Coalition’s membership includes Buckeye Partners, L.P., Enterprise Products Company, Explorer Pipeline Company, ExxonMobil Pipeline Company, Energy Transfer Company, Flint Hills Resources, LyondellBasell, Shell Pipeline Company, LP and Valero Energy Corporation.

In response to a request for public comment, the Coalition offers the following observations regarding the Environmental Impact Statement (EIS) and Feasibility Study for the proposed Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP).

The Coalition generally supports projects to improve port operations, including efforts to deepen and widen key channels to accommodate larger and more efficient vessels including the new Panama ships. Modernizing critical infrastructure, including the Port of Houston, is of vital importance to keep Texas competitive in the global economy. The pipeline industry also plays a significant role in the Texas economy and needs a consistent regulatory environment to plan for future projects and make capital investments in our State.

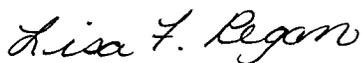
In order for the HSC ECIP to proceed, the relocation of a number of pipelines apparently will be necessary. Under long-established law, including but not limited to the Water Resources Development Act of 1986 (“WRDA-86”), Congress established cost-sharing principles that must be applied, including in the specific context of deep-draft projects such as the HSC ECIP. One of these cost-sharing principles requires the local sponsor of the project to pay 50% of the costs of relocating utilities, including pipelines. The U. S. Army Corps of Engineers recognized Congress’ applicability of that cost-sharing principle to utility and pipeline relocations decades ago. As recently as September 27, 2017, the Corps re-affirmed the applicability of the requirement in deep-draft projects (such as this) for the local (non-Federal) sponsor to bear at least 50% of the costs of utility relocations.

It is important any proposal or project to expand, deepen or improve ship channels, including in particular the HSC ECIP, adhere to these cost sharing principles. That includes the necessity of adequate advance provision for the local sponsor's payment of at least 50% of the costs of relocating whatever pipelines and associated facilities may require relocation due to this deep-draft harbor project.

Given the potential for interruption of delivery schedules, economic disruptions, and construction cost overruns that may occur as the result of poor or hurried relocation planning, the Coalition requests that the Federal and local (non-Federal) sponsors of the HSC ECIP (a) schedule a detailed planning meeting with representatives of pipeline and utility operators at the earliest possible opportunity and (b) establish a schedule of regular communications to affected operators regarding relocation dates, along with opportunities for face-to-face interaction. In this fashion the Coalition's members and others can plan more effectively, minimize inconvenience and disruption for the public and the national economy, and also take steps to ensure that all potentially affected facilities have been accurately identified and either included or excluded from relocation planning.

Thank you for the opportunity to comment on the U.S. Army Corps of Engineers-Galveston District's Houston Ship Channel Expansion Improvement Project. As more research is conducted, we request that we have another opportunity to provide feedback on comments of any revised plans.

Sincerely,

A handwritten signature in cursive script that reads "Lisa F. Regan".

Lisa F. Regan
Executive Director
Texas Energy Coalition



VALERO

MARKETING AND SUPPLY COMPANY

One Valero Way
San Antonio, TX 78249

November 13, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

Valero Marketing and Supply Company is a customer of MVP Terminalling, LLC at its Pasadena, Texas terminal. Valero Marketing and Supply Company has been made aware of the Draft Integrated Feasibility Report and Environmental Impact Statement along with the Tentatively Selected Plan ("TSP") prepared by the U.S. Army Corps of Engineers-Galveston District and the Port of Houston Authority and would like to respectfully submit its concerns about the project. If the project proceeds as currently proposed, it would impact MVP's ability to construct and operate its proposed ship docks at the terminal as currently planned. This could have a significant impact on Valero Marketing and Supply Company's ability to do business at the terminal and could ultimately have negative impacts and result in decreased commerce on the Houston Ship Channel, which Valero Marketing and Supply Company believes should be considered as part of the review of the TSP.

Regards,

Valero Marketing and Supply Company

By: 

Name: Danny Collier

Title: Vice President

Sepulveda, Carl

From: Chinni, Catherine M. <CMChinni@wilsonco.com>
Sent: Monday, November 13, 2017 3:06 PM
To: CESWG-HSC-ECIP
Subject: [EXTERNAL] Public Comment RE: HSC Draft Integrated Feasibility Report - EIS

Thank you for the opportunity to make comments regarding the HSC Draft Integrated Feasibility Report – EIS. Am in support of the expansion of the HSC project and its potential to increase commerce and benefit the economy. Upon reviewing the draft report, I did not find detailed information regarding where the pipelines potentially affected by the HSC expansion are located along the TSP/alternative 8/comprehensive plan. Would you please provide additional information regarding the location of the pipelines potentially affected by the comprehensive plan?

My contact information is listed below.

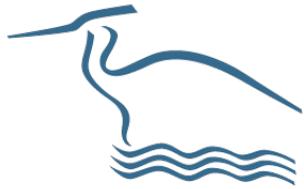
Thank you for all your efforts,

Catherine M. Chinni
Environmental Permitting Specialist

Wilson & Company, Inc., Engineers & Architects
13105 Northwest Freeway, Suite 825 | Houston, TX 77040
713-934-7070 Office | 713-343-4440 Direct | 713-934-7330 Fax
[Blockedwww.wilsonco.com](#) | Catherine.Chinni@wilsonco.com

*I contribute to the success of my company and the organizations we serve by building and sustaining positive relationships.
discipline | intensity | collaboration | shared ownership | solutions*

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GALVESTON BAY FOUNDATION

November 13, 2017

U.S. Army Corps of Engineers
Attn: Dr. Kelly Burks-Copes
Coastal Section, Regional Planning & Environmental Center
P.O. Box 1229
Galveston, Texas 77553-1229

RE: Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) Draft Integrated Feasibility Report – Environmental Impact Statement (DIFR-EIS)

Dear Dr. Burks-Copes:

The Galveston Bay Foundation (GBF) provides the following comments on the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) Draft Integrated Feasibility Report – Environmental Impact Statement (DIFR-EIS). We appreciate the availability of the online documents, which we found to be very comprehensive. GBF, does however, also include a question in item #3 below for which we are seeking clarification.

GBF comments on the HSC ECIP:

1. Use and Placement of Dredged Material: We understand the temporal and spatial traditionally held constraints for beneficial use of the project's new work and maintenance dredged material. However, given the extensive loss of wetland habitat in Galveston Bay Estuary, GBF requests that USACE expend every effort to make beneficial use (BU) the reality for this project rather than disposing of these materials in existing or new placement areas (PAs) or in the open waters of the Gulf of Mexico.

Specifically, we request that the dollar value of wetlands' per-acre ecosystem services as related to recreational fishing, commercial fishing and bird watching¹ be included in the project benefit-cost analyses. Areas along the shoreline of the Galveston Bay Estuary that used to contain wetlands prior to their loss due to subsidence, erosion and/or filling are prime sites for beneficial use of the material. While these sites are usually further distances from the origin site than PAs, we believe the value they provide to recreational fishing, commercial fishing and ecotourism and the myriad businesses and jobs generated will justify the additional cost of placing the material at such BU sites. GBF believes that the same effort should apply to the beneficial use of maintenance dredging materials.

¹ Woodward and Wui, 2001.



GALVESTON BAY FOUNDATION

GBF does not believe that Ocean Dredged Material Disposal Site No. 1 (ODMDS No. 1) should be utilized for placement of dredged materials when there appears to be time and opportunity to develop beneficial use sites under the scope of this large dredging project. The use of ODMDS No. 1 should only be as a last resort, after all other options have been exhausted. Given that maintenance dredging cycles will be repeated indefinitely into the future, we cannot be assured that the impacts to water quality and by extension to nektonic, planktonic and benthonic living species occurring in ODMDS No. 1 or to the recreational use of same will not be significant.

2. Engineering Modeling Parameters: As is written on page 6-19, we agree that a thorough set of salinity/current measurements in the Bay would be a very helpful addition to modeling Galveston Bay. However, given the current precarious state in which we find the Galveston Bay oysters, GBF believes that the U.S. Army Corps of Engineers should spare no effort and expense better assessing project impacts on oysters and better assuring their mitigation by also including sediment transport and shoaling (bathymetric) measurements in the modeling.
3. Patrick Bayou Superfund Site: On page 7-5, the Corps indicates that “Further evaluation is needed in order to assess the risk to the proposed project posed by the Patrick Bayou site.” Can you clarify the steps that you would take to eliminate the risk of releasing the contaminants of concern from this site?
4. Seafood Consumption Advisories: On page 7-4, it is written that the “The entire HSC and upper Galveston Bay is within a consumption advisory area for blue crabs, and the entire Galveston Bay is within a consumption advisory area for all catfish species as well as spotted seatrout.” However, the advisory on the area of Galveston Bay south of a line from Red Bluff Point to Five Mile Cut Marker to Houston Point is only on catfish species. Points north of that line to the Fred Hartman Bridge also include spotted seatrout and blue crab in addition to catfish species. Waters from the Fred Hartman Bridge have advisories on all species of fish and blue crab.

Thank you for the opportunity to comment. Please contact me at (281) 332-3381 x209 or sjones@galvbay.org if you have any questions.

Sincerely,

Scott A. Jones
Director of Advocacy
The Galveston Bay Foundation



Gulf Intracoastal Canal Association
PO Box 321649
Cocoa Beach, FL 32932
jstark@gicaonline.com · 901-490-3312

13 November 2017

Dr. Kelly Burks-Copes
Coastal Section, Regional Planning and Environmental Center
USACE Galveston District
P.O. Box 1229
Galveston, TX 77553-1229

Re: USACE HSC ECIP Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

I am writing to provide comments on behalf of the membership of the Gulf Intracoastal Canal Association (GICA) on the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP), Texas, Feasibility Study.

GICA is a 112-year-old trade association representing 200 industry members involved in towboat and barge operations, shipping, shipyards, and associated waterways industries which use the GIWW between Brownsville, Texas and St. Marks, Florida. GICA is committed to facilitating commerce through ensuring safe, reliable and efficient Gulf Coast waterways.

GICA members and I are greatly concerned for navigation safety and efficiency on the GIWW and with towboat and barge traffic on the Houston Ship Channel. A large majority of GICA members operate tows and ship products to and from Houston via this critical waterway. Following our review of the Tentatively Selected Plan, GICA offers the following observations, comments, and recommendations:

- **Bolivar Roads Alternate Inbound Route (BRAIR)**: The BRAIR is a key safety feature on the HSC for west bound tow traffic on the ICW transiting into Houston. Conceived in the mid 1990's and officially recognized by the Coast Guard and Army Corps of Engineers in 2003, the BRAIR continues to enhance navigation safety for inbound tow traffic by better separating shallow draft and deep draft vessel traffic at one of the busiest intersections in the western hemisphere.

Following an incident near the Texas City Y intersection, the NTSB noted that better separation of vessel traffic would improve navigation safety on the Houston Ship Channel. In response to this NTSB recommendation, full mission bridge simulations were conducted at the Seamen's Church Institute with the objective of identifying any structural or non-structural measures that might better separate deep draft and shallow draft vessel traffic. One of the key recommendations of the study group was to remove the shoal at B-26, thus allowing two-way

tow traffic in the BRAIR (currently it is limited to inbound traffic only), enhancing separation, and maneuverability, and decreasing navigation safety risk.

Considering the importance of the BRAIR with respect to navigation safety and the fact that tow traffic, which constitutes 80% of the vessel traffic on the Houston Ship Channel, is essential to the economic success of the region, GICA strongly recommends that the BRAIR be included in the federal project and the shoal at B-26 be dredged either as part of the planned Houston Ship Channel widening, or if the channel is not widened in this region, that the shoal be dredged to a minimum of 15' MLLW.

- **Deepening and widening of barge lanes:** A number of tow vessel operators transiting the Houston Ship Channel have experienced adverse hydrodynamic forces and less than optimal under keel clearances when large vessels are transited near the shallower parts of the barge lanes. With the increasing of vessel sizes, especially larger container vessels transiting to and from Bayport and Barbour's Cut, operators expect these occurrences to become more frequent.

Based on tow boat operator experience, GICA recommends deepening the barge lanes to a minimum of 15' MLLW and widening the barge lanes by an additional 25' would improve navigation safety. Deepening would serve to mitigate under keel clearance issues experienced by tow boats when a large ship passes and draws the water out of the barge lane. Widening the barge lanes would give the tow boat operator additional maneuvering space should they need it to mitigate excessive and adverse hydrodynamic forces.

- **Staging area/passing lane in vicinity of Lynchburg:** The volume of deep draft traffic, adjacent fleeting areas, vessel docks, and passenger ferry all contribute to increasing the risk to navigation safety in the vicinity of Lynchburg. Tow traffic entering and exiting the adjacent fleet areas must quickly integrate into the existing vessel traffic flow. Deep draft traffic and harbor assist tugs are frequently maneuvering alongside the docks on both sides of the channel adding to traffic density. Deep draft traffic transiting the area must negotiate the nearby turn and make passing arrangement with vessel traffic in the area.

GICA recommends including a staging area or passing lane in the vicinity of Lynchburg. This area would allow deep draft and shallow draft traffic to better integrate in this high traffic density area.

- **Extension of barge lanes:** Currently the barge lanes terminate below Morgans Point, requiring deep draft and shallow draft vessel traffic to abruptly share the same space above this point. As larger and larger vessels call on Barbour's Cut and traffic density increases, traffic separation will decrease and risk will increase in this area.

GICA recommends extending the dedicated barge lanes above Morgans Point to B-98/99, which would aid in more seamlessly integrating deep and shallow draft vessel traffic at the top of the Galveston Bay.

- **Widening of lower San Jacinto River (between B-2 and B-10):** The lower San Jacinto River (between B-2 and B-10) is especially narrow. Tow traffic transiting this area is frequently subjected to high river currents, prop wash from pushed in tow boats, and close quarters situations, all of which contribute to increased navigation safety risk.

GICA recommends widening of the lower San Jacinto River to give the high volume of tow traffic in this area additional maneuvering space.

- **Dedicated barge lanes:** The barge lanes, which were constructed as part of the prior deepening and widening of the Houston Ship Channel, are critical to separating deep draft and shallow draft vessel traffic transiting to or from Houston. Brownwater and Bluewater stakeholders all unanimous agree and support the inclusion of dedicated barge lanes in any future ship channel widening project.

GICA members strongly believe that widening the ship channel and not pushing the barge lanes out of the channel would significantly decrease navigation safety and should not be considered.

GICA, its member companies, and I appreciate the opportunity to review and comment on this vitally important Study. We stand ready to assist in your efforts to improve the HSC. Please feel free to contact me with any questions. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Stark", written in a cursive style.

Jim Stark
President

PAUL FURRH, JR.
Attorney at Law
Chief Executive Officer

ROSLYN O. JACKSON
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November 13, 2017

**VIA FIRST CLASS MAIL AND
VIA EMAIL DELIVERY HSP-ECIP@usace.army.mil**

U.S. Army Corps. of Engineers
Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, Texas 77553-1229

Re: Public Comments on the Draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas

Dear Dr. Burks-Copes:

The Environmental Justice Team of the Equitable Development Initiative of Lone Star Legal Aid submits the following comments regarding the Draft Integrated Feasibility Report and Environmental Impact Statement (DIFR-EIS) for the Houston Ship Channel (HSC) Expansion Channel Improvement Project (ECIP) on behalf of Caring for Pasadena Communities. We hope that the U.S. Army Corps. of Engineers (USACE) and the non-federal sponsor, the Houston Port Authority (HPA), will consider and respond to these comments when refining the recommended plan and developing the Final Integrated Feasibility Report and Environmental Impact Statement (FIFR-EIS) for the project.

A. Introduction

Caring for Pasadena Communities (CPC) is a Pasadena-based nonprofit organized for the purposes of raising awareness of environmental justice issues and improving education on such issues, in and around Pasadena, Texas, amongst other purposes. CPC submits these comments on behalf of the residents of those communities in which it operates, particularly on behalf of low-income and minority populations within and around Pasadena, TX, one of the cities included in the ECIP's study area.

CPC wishes to see the DIFR-EIS and FIFR-EIS take a more comprehensive look at the various ways that the Tentatively Selected Plan (TSP) will have a lasting impact on the natural environment in terms of air and water quality, chemical and hazardous waste safety and wetlands preservation. CPC also wishes to underscore the obligations on the USACE under Executive Order 12898 to consider the impacts of the ECIP on low-income and/or minority populations. The Agency must consider how the expansion of the HSC will not only have disproportionate impacts on vulnerable communities while the project is being implemented but also how increased traffic capacity in the area once the ECIP is completed. Further, the Agency must consider how the ECIP will continue to have impacts on nearby communities in a cumulative manner for years to come.

B. Applicable Legal Standards

Under the National Environmental Policy Act (NEPA) —in every recommendation or proposal for a major federal action significantly affecting the quality of the human environment— federal agencies must include a detailed statement on: (1) the environmental impact of a proposed action; (2) any adverse environmental impacts which cannot be avoided should the proposal be implemented; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented. 42 U.S.C. § 4332(2)(C). This statement is called an Environmental Impact Statement (hereinafter, "EIS"). 40 CFR § 1508.11.

An EIS must include an analysis of the proposed action's indirect effects and cumulative impact. 40 CFR § 1502.16; *City of Davis v. Coleman*, 521 F.2d 661, 676-77 (9th Cir. 1975); see *City of Shoreacres v. Waterworth*, 420 F.3d 440, 453 (5th Cir. 2005). A rule of reason governs preparation of an EIS, and, thus, every conceivable impact does not need to be considered. *Sierra Club v. Sigler*, 695 F.2d 957, 970 (5th Cir. 1983). "Cumulative impact" is, "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." 40 CFR § 1508.7. "Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." *Id.* "Indirect effects" are reasonably foreseeable effects caused by the proposed action later on in time or removed in distance. 40 CFR § 1508.8(b). "Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." *Id.* Future deepening of a ship channel may not be an indirect effect which is required to be considered in an EIS. *Waterworth*, 420 F.3d at 453-54.

C. Environmental Justice Impacts

Under Executive Order 12898, as amended "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" (59 FR 7629, Feb. 16, 1994), the USACE has undertaken to incorporate environmental justice into its policies and programs. Executive Order 12898 requires each Federal agency to conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that those programs, policies, and activities do not have the effect of excluding persons from participation in, denying persons the benefit of, or subjecting persons to discrimination because of their race, color, or national origin or income level. Executive Order 12898 specifically requires federal agencies (or any local government or governmental agency in receipt of federal funding from a source such as USACE) to evaluate its actions for disproportionately high and adverse effects

on minority or low-income populations and to find ways to avoid or minimize these adverse impacts where possible. In preparing an EIS, agencies are required to consider the environmental justice impacts of their actions under Executive Order 12898. *Coliseum Square, Inc. v. Jackson*, 465 F.3d 215, 232 (5th Cir. 2006).

CPC applauds the Agency's considerations of impacts on low-income and minority populations, in accordance with Executive Order 12898. Nevertheless, CPC has reservations about the methodology employed by the USACE to arrive at the conclusion that, "disproportionately high or adverse effect on low-income or minority population groups" are not to be expected. See DIFR-EIS at § 6.8.15, 6-30. To trigger Executive Order 12898, the effects of the project must be both adverse, and effect a low-income or minority population more so than it would the general public. Any adverse effects that appreciably put a minority or low-income population at an increased health risk, or appreciably affect their physical or economic wellbeing, will trigger Executive Order 12898.

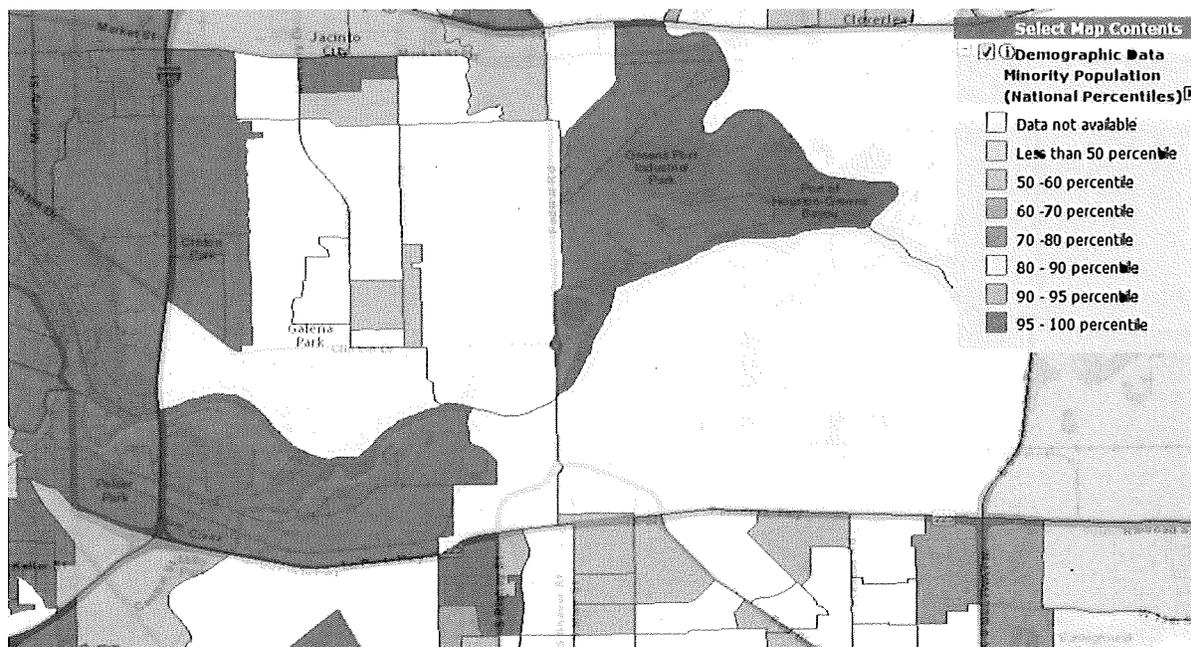
1. Objection to Not Expanding EJ Analysis to the Entire 22-Tract Census Project Area

The Agency conveniently cuts out an undisclosed amount of the census tract data that is recognized to be within the project area, and subsequently arrives at the conclusion that there will be no environmental justice (EJ) issues associated with the implementation of the TPS. Specifically, the USACE states that the 22-tract census area that encompasses the project area is 73.3% minority with a medium income of over \$48,000 a year. See DIFR-EIS at § 7.4.2, 7-20. At this point, the Agency should have continued with a more comprehensive EJ analysis given the incredibly high minority population within the area in question. Instead, the USACE's next step was to consider the percent of the minority population in the areas closest to the TSP, without providing any sort of justification as to why focusing in on a smaller population group was necessary, other than to state that "direct effects" from the project would be greatest in these closer areas. While CPC applauds the special attention being given to those areas that lay closest to the project area, CPC reminds the Agency that these are not the only areas that are to be impacted in the long-term by the increased activity expected within the HSC as a direct result of the TSP. Nothing in Executive Order 12898 bars the Agency from considering indirect effects of the implementation of the TSP that are to be felt by the project area as a whole. The original 22-tract area that encompasses the project will feel these long-term, indirect impacts, in the form of decreased air quality due to greater traffic in the ship channel. Therefore, the project area as a whole (having a minority population of roughly 73%) deserves greater consideration in the identification of disproportionate high adverse health and environmental impacts borne by the area's residents as a direct result of the implementation of the TSP.

2. Objection to Inadequacy of EJ Analysis on Individual Census Tract Level

Yet even the USACE's analysis of those areas close to the TSP is fraught with irregularities that merit greater consideration and study. For instance, the Agency does not designate which areas are considered to be "closer to the TSP" for the purposes of the EIS. See DIFR-EIS at § 7.4.2, 7-20. The USACE also relies on the fact that the census tract data for the area closest to the TSP is 26.7% minority. These two missteps must be remedied. CPC would prefer that the Agency list out those census tracts that the USACE considers to be "closer" to the TSP, that the Agency consider the demographics of each those tracts individually, and that the Agency not rely on the convenient coincidence that the one tract that lies nearest the TSP has a smaller minority population than the project area. Indeed a more detailed analysis, census tract by census tract, will reveal areas with high minority and low-income populations very near to the TPS. The identification of such

Appx. G at Table G-122, 1-75. The DIFR-EIS goes on to explain that by only looking at a few census blocks closest to the TSP indicated an average of 26.7 percent minority. *See* DIFR-EIS at § 6.8.15, 6-30. However, the following map shows that the areas adjacent to the ship channel have some of the highest concentrations of minority residents in the country, with several communities in the 80-100th percentiles:

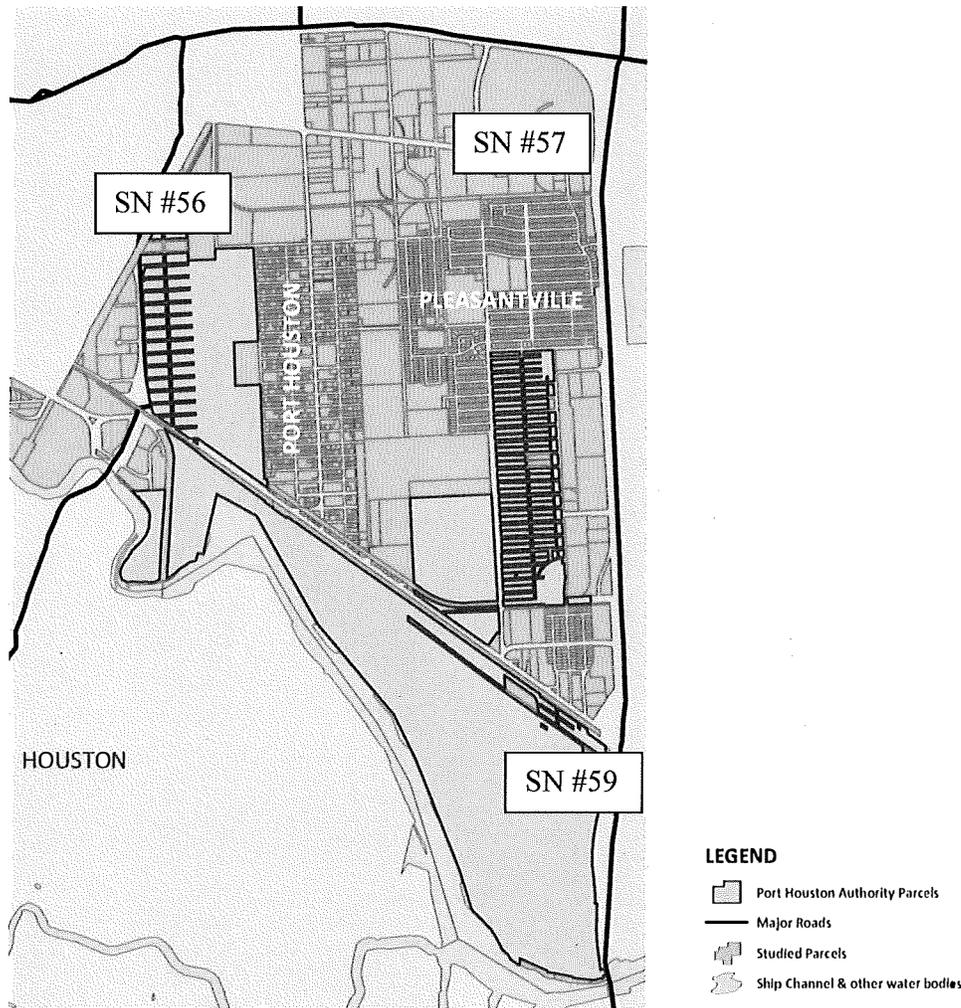


Furthermore, the people living in these block groups are already overburdened with environmental hazards by the concentration of industrial and petrochemical activity along the ship channel and in their backyards. These are precisely the kinds of communities Executive Order 12898 was designed to protect. While the project will also affect other areas with higher incomes and a lower percentage of minority residents, this does not relieve the USACE of its duties under the executive order. CPC urges the USACE to conduct a proper analysis of possible adverse effects of the project on these communities in particular, and on nearby communities with high populations of minority and low-income residents.

3. Objection to Proposed Placement Areas near Residential Neighborhoods

Under Executive Order 12898, the potential disproportionate adverse impacts to the environmental justice neighborhoods identified in this section of these public comments because of the dredging operations of ECIP must be either avoided or minimized by the USACE and HPA where possible. CPC is focused on the upland placement areas (PA) for dredged materials in the twenty-seven existing PAs identified on Table 2-4 of the DIFR-EIS. *See* DIFR-EIS at § 2.4.1.1, 2-14. CPC is particularly concerned about two existing PAs, specifically the Glendale PA and the Filter Bed PA, because they border several residential neighborhoods. However, there may be other existing placement areas in DIFR-EIS that are near residential neighborhoods, but not disclosed in the DIFR-EIS. These would be of equal concern to PCP. While Page 17 of Appendix D to the DIFR-EIS provides some details regarding these two most upland PAs owned by the HPA, it fails to identify the real estate parcels by street address or parcel number for the Harris County Appraisal District. Based on the maps provided and given the relative size and shape of the upland PAs shown in Exh.

B to Appx. D of the DIFR-EIS, the impacted area for two of the upland PAs of concern is shown in the map below:



Moreover, the DIFR-EIS acknowledges that there will be impacts to cultural resources because of the construction of new dredged material placement areas (DIFR-EIS at § 2.5, 2-25) to accommodate the approximate range of 27.6-52.6 million cubic yards (MCY) of dredging material that the construction of the TSP will generate and the additional 79.3-116.9 MCY of dredged material generated for maintenance (DIFR-EIS at § 6.1.1, 6-5), yet it fails to identify where the new placement areas will be located or which cultural resources will be impacted. See DIFR-EIS at § 5.8.2, 5-30. It is also unclear if amount of dredge material predicted will fit in the capacity of the existing PAs. From what CPC could piece together from the details available in Appendix D of the DIFR-EIS, nine of the proposed upland PA sites identified among the existing PAs on Table 2-4 have an estimated maximum capacity of 106.5 MCY (provided certain conditions are feasible to obtain such capacity), which still may not be sufficient to cover all dredging material anticipated from the upland area of the project. See DIFR-EIS at § 2.4.1.1, 2-14; Appx. D. at 13-17.

In fact, the DIFR-EIS admits in Section 7.6.1 that new placement features will be needed to accommodate the maintenance dredging for the TSP. See DIFR-EIS at § 7.6.1, 7-24. Table 7-3

suggests that most of the project areas for all six segments are challenged by the fact that the mainland is “mostly developed” or “highly developed.” See DIFR-EIS at § 7.6.1, 7-26. For the segments where there are a few large tracts of undeveloped land, there are still notations in the DIFR-EIS that there is nearby residential development in these areas in segments 1, 2, 3, and 4-6. See DIFR-EIS at § 7.6.1, 7-26. Thus, it will be problematic to locate large, undeveloped tracts in these areas that are not going to impact some nearby residential areas given the level of development existing along the HSC. In fact when undertaking its environmental impact analysis for the next phase of placement planning as shown in Table 7-4, the DIFR-EIS recognizes that the upland CDFs are “more likely” to have cultural resources and residential impacts. See DIFR-EIS at § 7.6.3, 7-28. For example, the DIFR-EIS even acknowledges that upland CDFs near residential areas may experience temporary noise during construction of dikes or raising dikes of existing ones or during periodic placement of dredging materials. See DIFR-EIS at § 7.6.3, 7-30. Yet nothing is done further in the DIFR-EIS to analyze these particular impacts or discuss the HPA and USACE’s desire to avoid or mitigate them in the project area where potential environmental justice communities are located. In Section 7.4, the “more likely” impacts suggested in Table 7-4 appear imperceptible to the USACE or HPA when it comes to analyzing what the actual impacts are. CPC can guarantee they will not be unnoticed by the residential communities impacted by this project that were completely ignored in the DIFR-EIS. Similarly, the USACE and HPA must consider the impacts to community resources such as schools and residential areas in siting upland PAs. See DIFR-EIS at § 7.6.3, 7-31. The DIFR-EIS further acknowledges that it has not yet conducted “appropriate surveillance for cultural resources” for potential upland CDFs. See DIFR-EIS at § 7.6.3, 7-31. Such work is necessary.

While the DIFR-EIS talks about looking for cost efficiency in siting new PAs near the HSC, it also is required to consider the impacts on environmental justice communities in the project area identified above that could potentially be impacted by new placement areas. The DIFR-EIS states boldly that the construction of the TSP would not have a disproportionately high and adverse impact to areas with high concentrations of low income or minority populations. See DIFR-EIS at § 6.6.4, 6-13. At that the same time there must be an acknowledgement that right now the USACE does not know where all of this dredging material will go. See DIFR-EIS at Table 6-3, 6-5. However, the DIFR-EIS wholly fails to consider the potential impact these sites could have on residential neighborhoods in the project area. See DIFR-EIS at § 6.6.4 and 7.6.3. *Without identifying a single neighborhood in the study area by name*, the report reiterates that ECIP will not have any impact on community cohesion factors such as the integrity of neighborhoods. Nor has the USACE undertaken any analysis of the impacts on neighborhoods where the PAs exist now or potentially in the future. See DIFR-EIS at § 6.6.4, 6-14. It simply conclusorily states no impacts will occur. See DIFR-EIS at § 7.4.2, 7-20. How the USACE and HPA can reach this conclusion (given the known environmental justice communities in the project area) at the same time it claims it does not know where the new PAs will be is simply not credible. An evaluation of environmental consequences must be updated to include the effects of any new upland PAs listed or considered in the Dredged Material Management Plan (DMMP), which was not available at the time of the public comments on the DIFR-EIS.

i. Glendale PA

The Glendale PA is described in the DIFR-EIS as an approximate 177-acre confined inland PA owned by HPA located in Houston, Texas about one-half mile northeast of the HSC in the Sims Bayou to Main Turning Basin Dredging Reach. See DIFR-EIS, Appx. D at 17. The DIFR-EIS discloses that residential neighborhoods border the north and a portion of the west side of the proposed PA, and states that it considers the site feasible for future placement of dredged material. See DIFR-EIS, Appx. D at 17. The planned potential use of this site is further confirmed by general statements in

Section 7.2 in the DIFR-EIS that dredged material placement will continue at the existing 27 PAs identified. See DIFR-EIS at § 7.2, 7-7. However, PCP's position is that the Glendale PA site is not suitable or feasible for future placement of dredged material under any circumstances. The neighborhoods of Pleasantville (to the north) and Port Houston (to the west) are both environmental justice communities and directly impacted by the Glendale PA should operations resume there. The adjacent residential neighborhoods are located across four census block groups: 482012115001, 482012125001, 482012125002, and 482012125003 and within the boundaries of three City of Houston Super Neighborhoods in East Houston: Denver Harbor/ Port Houston, Pleasantville, and Clinton Park Tri-Community. According to the most recent census data available, the demographics of these adjacent neighborhoods are:

- Census Block Group 482012115001 is 98% minority and 86% low income.
- Census Block Group 482012125001 is 100% minority and 64% low income.
- Census Block Group 482012125002 is 100% minority and 35% low income.
- Census Block Group 482012125003 is 98% minority and 68% low income.

Compared to the entire City of Houston, which is 74% minority and 46% low income, this census data indicates a higher minority and low-income population in these four neighborhoods nearby the Glendale PA. As shown above, all four block groups boast an overwhelmingly majority-minority population, with relatively high proportions of residents without high school diplomas (18%, 29%, 36%, and 57% respectively) compared to the City of Houston (23%). With the exception of residents within block group 482012125002, the majority of adjacent residents are low-income (as defined by the EPA) and at least two of which are considered to be more linguistically isolated (29%, 34%) than the City of Houston (14%).

Despite high rates of poverty, the neighborhoods of Port Houston and Pleasantville are well-established. The Port Houston neighborhood was established by the early 1900s. The Denver Harbor/Port Houston Super Neighborhood #56 of the City of Houston is made up of two distinct but similar neighborhoods located north of the Houston Ship Channel turning basin. The southern portion of the area along Clinton Drive is industrial. The smaller residential area, Port Houston, is laid out on both sides of McCarty Street. It has a mix of residential, commercial and industrial uses. Denver Harbor is primarily residential. Lyons Avenue is the major commercial corridor in Denver Harbor. Although Interstate Highway 10 splits Denver Harbor physically, its identity has remained strong. Both neighborhoods, originally blue collar Anglo neighborhoods, are now predominantly Latino/Hispanic. Port Houston also qualifies as a low-income community that has long grappled with disproportionate burden of toxins that endanger local ecosystems as well as residents' health.

According to the HISD school profile for 2017 for Port Houston Elementary School,¹ 99% of the school's 290 students are Latino/Hispanic, 98% qualify for free or reduced price lunch, and 68% are learning English as a second language. A recent "Children at Risk Report" identified the Port of Houston namesake Port Houston Elementary in HISD² as a poorly performing school academically with a grade of "F". In 2016, only 8.41% of the school passed the STAAR Reading Exam, and only 6% passed the STAAR Math Exam. The composite STAAR passing rate for the school was 7.21%. The overall percentage of economically disadvantaged is 97.51%.

A map created by the City of Houston Planning Department of the Port Houston portion of

¹ Houston Independent School District. Port Houston Elementary School Profile. Retrieved from <http://www.houstonisd.org/domain/46477>.

² <http://childrenatrisk.org/2017-school-rankings/>

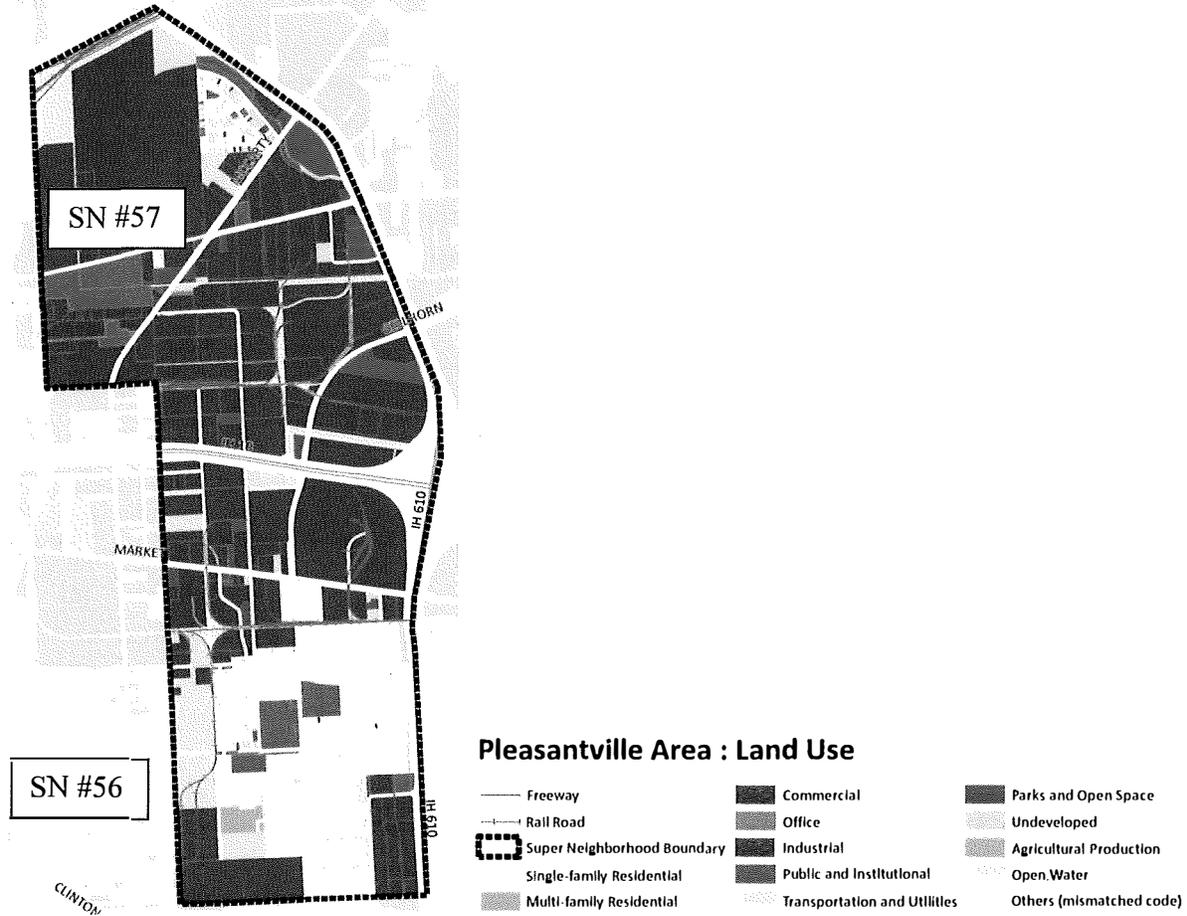
the Denver Harbor/Port Houston Super Neighborhood #56 and the related land usage in the impacted area is shown below:



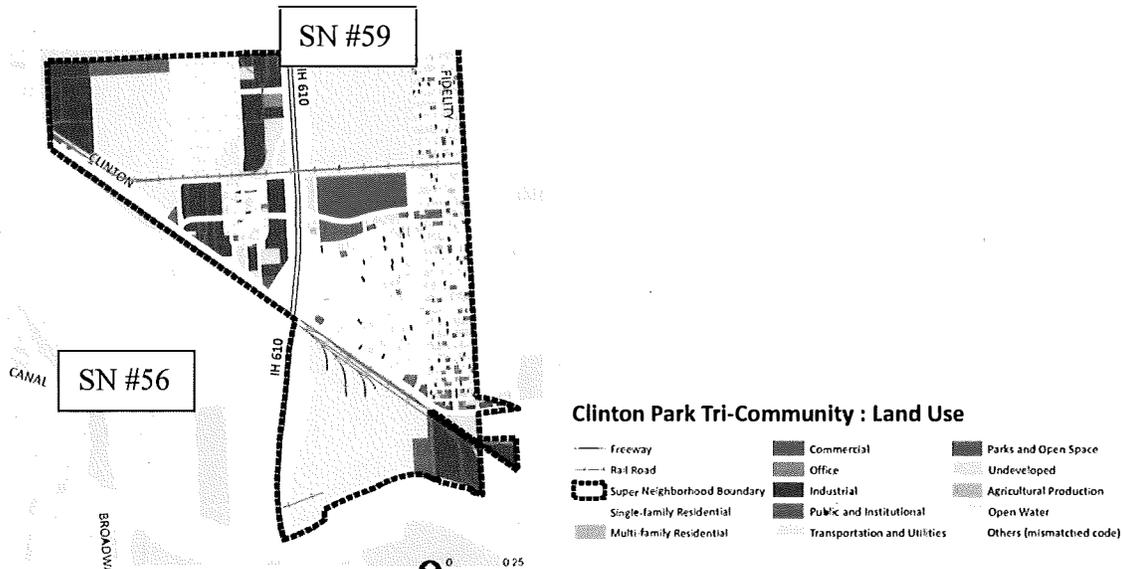
The nearby neighborhood of Pleasantville was developed after World War II and is predominantly African-American. Pleasantville Area, designated as Houston Super Neighborhood #57, includes many industrial areas, as well as two distinct residential areas. Groveland Terrace is a small residential area in the north, and south of Interstate 10 (East Freeway) is the Pleasantville subdivision. The high homeownership rate and strong neighborhood identity has staved off deterioration even as the residential area has been surrounded by warehouses and industries. The Pleasantville neighborhood is predominantly Black/African-American and Latino/Hispanic, with 64% of Pleasantville Elementary School’s 301 students identified as Black/African-American, 34% as Latino/Hispanic, and 2% as white or mixed race. 95% of Pleasantville Elementary students qualify for free or reduced price lunch and 15% are learning as English as a second language.³

³ Houston Independent School District. Pleasantville Elementary School Profile. Retrieved from <http://www.houstonisd.org/domain/45450>.

A map created by the City of Houston Planning and Development Department of the Pleasantville Super Neighborhood #57 and the related land usage in the area is shown below:



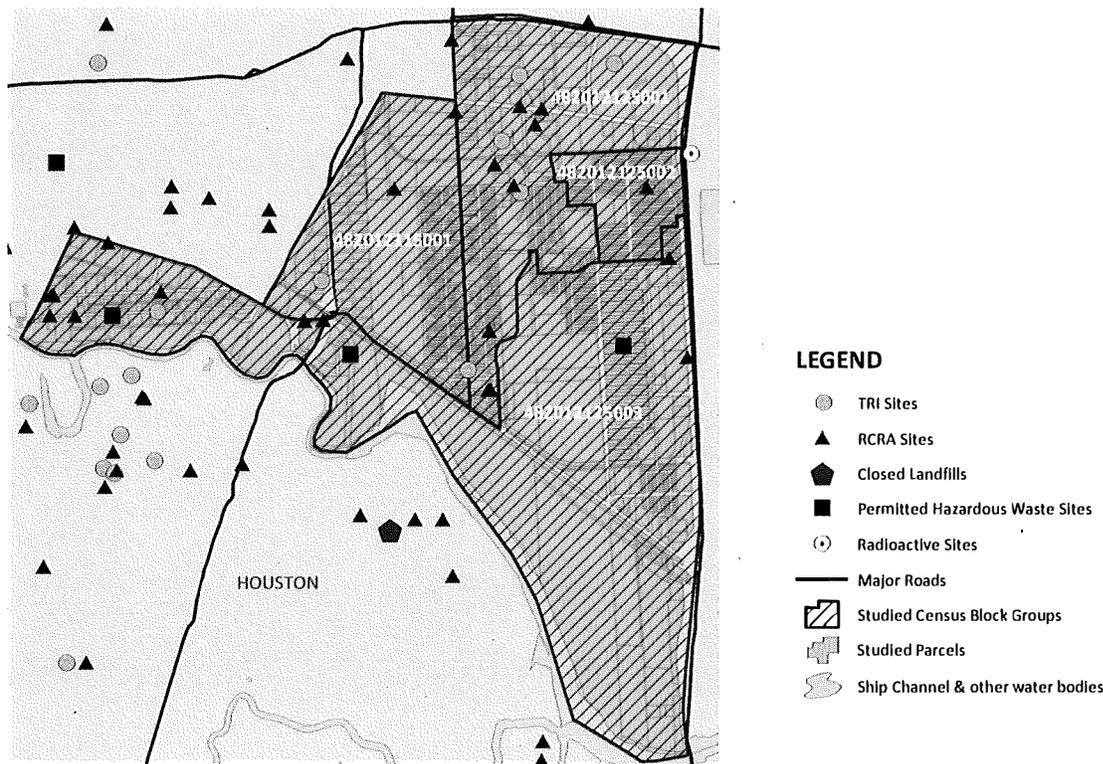
In addition, the third Houston Super Neighborhood (#59) in this impacted area described above, Clinton Park/ Fidelity, is a small community located just north of Clinton Drive, adjacent to the City of Galena Park. It is split between Houston ISD (Clinton Park) and Galena Park ISD (Fidelity), and includes a part of the Port of Houston. From its inception, this area has been almost exclusively an African American community. Spurred by the proximity to jobs in the Port and nearby Ship Channel industries, development in the area began before World War II. Large holding ponds containing materials dredged from the Houston Ship Channel are located adjacent to the residential areas. The high earthen dikes surrounding the ponds are distinctive forms on this flat coastal plain. The wetlands created by these dikes offer open space that permanently buffers many residences. In March 2016, one of the members of the PHA's Chairman's Citizen Advisory Council, Ernesto Parades, Jr. from Galena Park, complained that there is a growing problem with truck traffic related to Port operations in Galena Park and mentioned that the number of 18-wheelers has doubled recently, causing more pollution. A map created by the City of Houston Planning Department of Clinton Park Super Neighborhood #59 and the related land usage in the impacted area is shown on the following page:



Surprisingly, the DIFR-EIS contains no analysis of the potential impact to these nearby neighborhoods if USACE and HPA re-engage the existing Glendale PA for the ECIP when it has not been used in over 20 years. See DIFR-EIS, Appx. D at 17. The DIFR-EIS only states: "significant public relations work will be required prior to construction and use due to past dike breaches." See DIFR-EIS, Appx. D at 17. This causal mention seems to suggest that there have been problems with the Glendale PA that did impact the nearby neighborhoods. Yet the DIFR-EIS does not discuss these problems or suggest that dike breaches could be a potential impact for neighborhoods nearby any selected PA, new or existing. It further suggests deficiencies in the environmental justice analysis done in connection with the DIFR-EIS as there is no mention of the risk of dike breaches in any discussion of the PAs in the DIFR-EIS even though both the USACE and HPA are aware of prior failures.

In relation to other environmental hazards, the four census block groups host a disproportionate share of facilities that handle or emit toxins, despite their small share of the city's total geographic area. This study area comprises approximately 0.8% of Houston's total geographic area yet is home to 21 RCRA sites, 7 TRI sites, 1 radioactive site, and 3 permitted hazardous waste sites. Among the 7 TRI sites, there existed (as of 2014) 31 entries registering toxic chemical compounds affecting human health and the environment. Directly adjacent to the two subdivisions north of the Glendale PA is Blentech Corporation, a TRI site handling 19 toxic chemical compounds, five of which are carcinogens. These communities have several facilities that either handle or generate toxic chemicals literally in their backyards. This haphazard siting of locally unwanted land uses (LULUs) within these communities may also be a consequence of Houston's lax, informal "de facto" land use regulation, which has led to disparities in quality of life across neighborhoods. With a lack of comprehensive zoning system, an immense amount of financial and political wherewithal is required to protect a neighborhood from LULUs – resources that communities like Port Houston and others seem to lack.⁴ The following map shows the existing environmental hazards already impacting these neighborhoods:

⁴ Marcano, A., Festa, M. and Shelton, K. (September 2017). *Developing Houston: Land-use regulation in the "unzoned city" and its outcomes*. Kinder Institute. Retrieved from [https://kinder.rice.edu/uploadedFiles/Kinder Institute for Urban Research/Programs/Urban Governance/UnzonedCity.pdf](https://kinder.rice.edu/uploadedFiles/Kinder%20Institute%20for%20Urban%20Research/Programs/Urban%20Governance/UnzonedCity.pdf).



Lastly, scientists' recent testing of water within Buffalo Bayou in the wake of Hurricane Harvey detected humanly unsafe levels of E. coli, lead, and arsenic due to floodwaters transporting toxic waste from nearby facilities.⁵ These toxic substances, excavated from the banks of Buffalo Bayou, should not be placed around communities that already that have long experienced disproportionate burdens of industrial pollution and hazardous waste.

ii. *Filter Bed PA*

In submitting the DIFR-EIS, the USACE and HPA should have also identified the specific residential neighborhoods bordering the east side of Filter Bed PA, described as an approximately 90-acre confined upland PA located about one-quarter mile north of the HSC at the north end of the deep-draft portion of the HSC. See DIFR-EIS, Appx. D at 17. The DIRF-EIS discloses that residential neighborhoods border eastern side of the proposed PA, and states that it considers the site feasible for future placement of dredged material. See DIFR-EIS, Appx. D at 17. The planned potential use of this site is further confirmed by general statements in Section 7.2 in the DIFR-EIS that dredged material placement will continue at the existing 27 PAs identified. See DIFR-EIS at § 7.2, 7-7. However, PCP's position is that the Filter Bed PA site is not suitable or feasible for future placement of dredged material under any circumstances. The Filter Bed PA is bordered by Port Houston

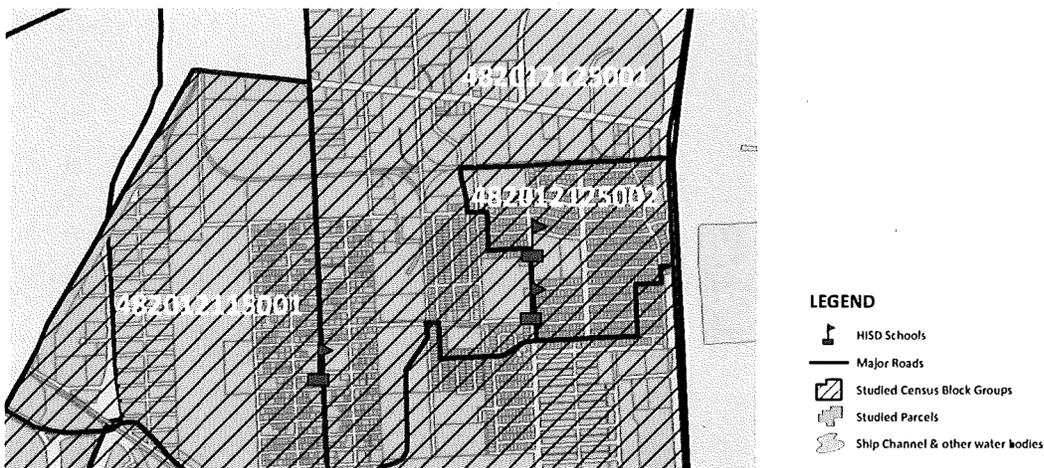
⁵ Kaplan, S. and Healy, J. (11 September 2017). Houston's floodwaters are tainted, testing shows. The New York Times. Retrieved from: <https://www.nytimes.com/2017/09/11/health/houston-flood-contamination.html>. See also Houston Advanced Research Center (2017). Summarizing Hurricane Harvey's Environmental Impacts (ArcGIS Online storymap with downloadable datasets). Retrieved from <https://harcresearch.maps.arcgis.com/apps/MapSeries/index.html?appid=d6b0a3d762ec46ef8ea676f1008f702>

neighborhood described above, which qualifies as an environmental justice community, which the USACE should have prioritized in the DIFR-EIS for the reasons stated in the section about the Glendale PA.

Surprisingly, the DIFR-EIS contains no analysis of the potential impact to Port Houston if USACE and HPA re-engage this existing PA for the ECIP when it has not been used in over 20 years. See DIFR-EIS, Appx. D at 17. The DIFR-EIS again only states: "significant public relations work will be required prior to construction and use due to past dike breaches." See DIFR-EIS, Appx. D at 17. This causal mention seems to suggest that there have been problems with the Filter Bed PA that did impact the nearby neighborhoods. Yet the DIFR-EIS does not discuss these problems or suggest that dike breaches could be a potential impact for neighborhoods nearby any selected PA, new or existing. It further suggests deficiencies in the environmental justice analysis done in connection with the DIFR-EIS as there is no mention of the risk of dike breaches in any discussion of the PAs in the DIFR-EIS even though both the USACE and HPA are aware of prior failures.

iii. *New Placement Areas*

One of the opportunities in the HSC study area identified in the DIFR-EIS is to establish environmentally suitable PAs for new work dredged material and maintenance dredged material. See DIFR-EIS at § 4.2, 4-3. However, to the extent that the USACE or HPA is considering other new placement areas not identified in the DIFR-EIS, any selection or siting of PAs should include a complete EJ analysis on any potential adverse impacts on higher minority and low-income populations. See DIFR-EIS, Appx. D at 23. Moreover, to comply with Executive Order 12898, whenever possible, the Agency should avoid locating any new placement areas near residential areas, schools, places of worship, hospitals, and other such sensitive areas. The DIFR-EIS identified two schools are located in in the communities on the mainland within the half-mile buffer of the project area and include De Zavala Elementary School, and J.R. Harris Elementary school. See DIFR-EIS, Appx. G at 1-76. PCP identified at least three more schools near the two existing upland PAs areas discussed above (i.e., Holland Middle School, Pleasantville Elementary School, and Port Houston Elementary School) shown on the map below:



In addition, the DIFR-EIS identified thirty-eight places of worship within the half-mile buffer of the project area. See DIFR-EIS at § 2.6.2, 2-26. A majority of the places of worship are located in neighborhoods adjacent to HSC from the Turning Basin to the Boggy Bayou. See DIFR-EIS, Appx. G at 1-76. The high concentration of schools and churches in the neighborhoods demand heightened

concern about the health-related impacts of exposed dredged materials. The daily congregation of 1200 children and weekly congregation of families in near the placement areas in the study area could dramatically increase residents' risk of exposure to toxins. For these reasons, PCP would advise against placement of any new PAs near these sensitive areas already disclosed in the DIFR-EIS.

As the DIFR-EIS acknowledges any known contamination sites should also be a concern for the USACE in considering for any candidate PAs, and it should employ the HTRW process described in Section 2.3.7 of the DIFR-EIS for areas surrounding these sites as well. *See* DIFR-EIS at § 7.6.3 at 7-29.

Of particular concern are the assumptions in the DIFR-EIS that Confined Disposal Facilities (CDF) will have to be constructed in upland areas for the project. *See* DIFR-EIS at § 7.6.1, 7-25. As defined in the DIFR-EIS, a CDF involves the placement of materials in a diked, contained area above any adjacent water surface to elevations well above high tide line, enclosing and isolating the material from adjacent waters or land. *See* DIFR-EIS at § 7.6.1, 7-25. To the extent that the USACE or HPA have experienced failures from the dikes used in existing PAs in the past, the DIFR-EIS makes no mention of this as a particular risk in searching for new PAs. It would seem that the potential impact of a dike breach on the surrounding areas should be considered when selecting sites for future PAs in the DMMP.

In May 2004, the EPA and USACE outlined detailed assessments for alternatives involving CDFs in a joint publication.⁶ *See* Publication EPA842-B-92-008. As submitted, the DIFR-EIS does not address all of the potential issues discussed in that publication for the planned upland CDFs. Some of the environmental considerations of the potential risks from upland CDFs should include: (1) potential for effluent, leachate and surface runoff impacting adjacent ground and surface water resources; (2) potential for direct uptake and movement of contaminants into food webs, (3) potential for volatilization of contaminants, (4) potential for dust, noise, or odor problems, (5) potential for accessibility of the site by the public, and (6) the contamination history of the proposed site. *See* Publication EPA842-B-92-008 at 37. The DMMP anticipated as part of this project must analyze and address these identified issues with any selected PAs, either existing or newly constructed for this project.

Further to the extent new land needs to be acquired for additional PAs, the Agency is required to provide Relocation Assistance Benefits under PL-91-646 also known as the Uniform Relocation Act (URA). Under the Uniform Relocation Act, the phrase "program or project" is defined in 49 CFR Part 24 as, "any activity or series of activities undertaken by a federal agency or with federal financial assistance received or anticipated in any phase of an undertaking in accordance with the federal funding agency guidelines". 42 C.F.R. § 24. Generally, a displaced person under the URA is an individual, family, partnership, association, corporation, or organization, which moves from their home, business, or farm, or moves their personal property, as a direct result of acquisition, demolition or rehabilitation for a federally funded project. 42 U.S.C. § 4601(6)(A). Displaced persons are eligible for relocation assistance under the URA. Even willing sellers are considered displaced persons under the URA. Pub. L. 111-8, div. E, title I, Mar. 11, 2009, 123 Stat. 710.

⁶ Evaluating Environmental Effects of Dredged Material Management Alternatives – A Technical Framework, EPA842-B-92-008, issued by the United States Environmental Protection Agency and the Department of the Army, U.S. Army Corps of Engineers.

In 1970, Congress made findings and declared, in pertinent part, that:

- (1) displacement as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance is caused by a number of activities, including rehabilitation, demolition, code enforcement, and acquisition;
- (2) relocation assistance policies must provide for fair, uniform, and equitable treatment of all affected persons;
- (3) the displacement of businesses often results in their closure; and
- (4) minimizing the adverse impact of displacement is essential to maintaining the economic and social well-being of communities.

42 U.S.C. § 4621(a). Chapter 61 of Title 42 of the United States Code establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance. 42 U.S.C. § 4621(b). Congress acted to make sure that such persons shall not suffer disproportionate injuries as a result of the programs and projects designed for the benefit of the public as a whole and to minimize the hardship of displacement on such persons. *Id.*

Under Section 4630 of Title 42, the Federal government shall not approve any grant to, or contract or agreement with, a displacing agency, under which Federal financial assistance will be able to pay all or part of the cost of any program or project which will result in the displacement unless there are satisfactory assurances from the displacing agency that:

- (1) fair and reasonable relocation payments and assistance shall be provided to or for displaced persons, such as moving and related expenses as are required to be provided by a Federal agency under sections 4622 (moving and related expenses), 4623 (replacement housing for homeowners and mortgage insurance), and 4624 (replacement housing for tenants) of this title;
- (2) relocation assistance programs offering the services described in section 4625 of this title, namely relocation planning, assistance coordination, and advisory services, shall be provided to such displaced persons;
- (3) within a reasonable period of time prior to displacement, comparable replacement dwellings will be available to displaced persons in accordance with section 4625(c)(3) of this title.

42 U.S.C. § 4630 (parenthetical examples added).

In order to encourage and expedite the acquisition of real property by agreements with owners, to avoid litigation and relieve congestion on the courts, to assure consistent treatment for owners in the many Federal programs and to promote public confidence in Federal land acquisition practices, heads of Federal agencies shall, to the greatest extent possible, be guided by the following practices, in pertinent part:

- (1) Make every reasonable effort to acquire expeditiously real property by negotiation;
- (2) Real property shall be appraised before the initiation of negotiations, and the owner or his designated representative shall be given an opportunity to accompany the appraiser during his inspection of the property;

(3) Before the initiation of negotiations for real property, the head of the Federal agency concerned shall establish an amount which he believes to be just compensation therefor and shall make prompt offer to acquire the property for the full amount so established. In no event shall such amount be less than the agency's approved appraisal of the fair market value of such property.

(4) No owner shall be required to surrender possession of real property before the agency concerned pays the agreed price.

...

(8) If any interest in real property is to be acquired by eminent domain, the head of the federal agency concerned shall institute formal condemnation proceedings. No Federal agency head shall intentionally make it necessary for an owner to initiate legal proceeding to prove the fact of the taking of his real property.

42 U.S.C. § 4651 (1-4), (8); *see also* 49 C.F.R. § 24.102.

The Fifth Amendment of the U.S. Constitution states that "private property shall not be taken without payment of just compensation" and that "no person shall be deprived of life, liberty, or property without due process of the law." These constitutional rights form the basis of the URA's protections for property owners. For the purposes of determining the just compensation to be paid for any building, structure or other improvement required, the building, structure or improvement shall be deemed to be part of the real property to be acquired, and the fair market value which such building, structure, or improvement contributes to the fair market value of the real property to be acquired, or the fair market value of such building, structure, or improvement for removal from the real property, whichever is greater, shall be paid to the tenant therefore. 42 U.S.C. § 4652(b)(1). Additional expenses to be paid to the property owner are: (1) recording fees, transfer taxes, and similar expenses, (2) any penalty costs for prepayment of any preexisting recorded mortgage entered into in good faith encumbering such real property, and (3) the pro rata portion of real property taxes paid which are allocable to a period subsequent to the vesting of the title. 42 U.S.C. § 4653. Some circumstances will even entitle a property owner to litigation expenses. 42 U.S.C. § 4654.

D. Hazardous, Toxic and Radioactive Waste in the Project Area

Contaminant testing of the sediment for any material dredged during the project is important. Moreover, as acknowledged in Section 7.6.3 of the DIFR-EIS, issues with contaminated placement material are a concern for upland CDFs. *See* DIFR-EIS at § 7.6.3, 7-29. While the same section mentions that there could be industrial tracts nearby the few undeveloped tracts in the project area (7-29), it is also already established that it is "more likely" in the upland CDFs that there will be impacts to nearby residential tracts as well. *See* DIFR-EIS at Table 7-4, 7-28. The DIFR-EIS makes this same omission for the nearby residential areas identified in all six segments in Table 7-3. *See* DIFR-EIS at § 7.6.2, 7-26.

1. Concerns about Sediment Contamination from Patrick Bayou

The impact a proposed action will have on EPA testing and potential remediation efforts pursuant to that testing is an indirect impact that must be considered. *See NRDC v. United States Army Corps of Eng'rs*, 399 F. Supp. 2d 386, 410-412 (S.D.N.Y. 2005). The DIFR-EIS already

acknowledges that the proposed alternative has the potential to impact an existing EPA National Priorities List (NPL) site, known as the Patrick Bayou NPL Site. *See* DIFR-EIS, Appx. D at 24. The Patrick Bayou Superfund site is a 2.5 mile long tributary of the Houston Ship Channel located in an industrial area of Deer Park, TX, surrounded by operating petrochemical plants and receives runoff from residential, commercial, and industrial properties in the drainage basin. Patrick Bayou is one of several small bayous of the HSC located within the lower portion of the San Jacinto River Basin as it enters Galveston Bay in southeast Texas.

The Patrick Bayou site is undergoing assessment and cleanup under CERCLA. Historical investigations have been conducted since 1993 by the TMDL group, TCEQ & others. Superfund investigations began after the AOC was signed in 2006. From 2006-2012, several phases of field investigation activities were completed. The site is currently in the Remedial Investigation stage. A complete investigation report (September 2013) along with a final Feasibility Study (March 2017) that evaluates potential cleanup alternatives have been finalized. EPA is currently working with the State of Texas to develop the Record of Decision that will outline the remedial alternative that will address the contaminants present at the site.

The Patrick Bayou site consists of contaminated sediments within the Bayou, a portion of the East Fork tributary, and associated wetlands. For several years, Patrick Bayou has received an accumulation of permitted industrial wastewater discharges, municipal wastewater treatment plant effluent, and storm water runoff from adjacent industrial facilities and nearby urban/residential areas. These discharges are suspected to be the primary sources of the sediment contamination. The contaminants of potential concern include pesticides, polynuclear aromatic hydrocarbons (PAHs), metals, and polychlorinated biphenyls (PCBs), which have been detected in sediments in the Bayou since the early to mid 1990s. *See* DIFR-EIS, Appx. D at 24-25. The bayou is polluted with dangerous heavy metals including arsenic, cadmium, chromium, copper, lead, manganese, mercury, nickel, selenium and zinc, as well as pesticides and petrochemicals, according to EPA testing.

The Bayou is nearly an entirely depositional environment, reducing risk of exposure to buried contaminated sediments until they are unearthed through processes, like dredging. CPC is concerned, as the DIFR-EIS acknowledges, that the channel widening measure from the San Jacinto Monument to Boggy Bayou would widen the existing Federal channel to include a portion of land at the mouth of Patrick Bayou, a place of verified contamination of sediment in the bayou. *See* DIFR-EIS, Appx. D at 25. Given the continuing discharge from the bayou into the HSC, the USACE should assume that proposed alternative will encounter these sediments. *See* DIFR-EIS, Appx. D at 25. The DIFR-EIS contains no proposal or evaluation of what risks are posed by the Patrick Bayou site. Under the circumstances, CPC considers this omission an important deficiency in the current DIFR-EIS given the known contaminants at issue. CPC also notes that the USACE published the DIFR-EIS on August 21, 2017, approximately a week before Hurricane Harvey ravaged the Texas coast and flooded the project area. While the EPA tested surface waters for potential contaminants during Post-Harvey tests in September 2017, it is not clear what impact the flood waters had on this shallow bayou with respect to redistributing sediment, which is the principal concern in this dredging project. It is highly likely that there a substantial redistribution of sediment caused by Harvey that might have moved this contaminated sediment from Patrick Bayou. Accordingly, USACE should employ more rigorous testing protocols in this AOC during the project to ensure that distribution of the contaminated sediment has not changed.

2. Concerns about Sediment Contamination from the San Jacinto River Waste Pits

CPC welcomes the testing that will be conducted on dredged material for dioxin within the established Area of Concern (AOC) for the San Jacinto River Waste Pits Superfund Site (SJRWP), which is also under supervision of the EPA. *See* DIFR-EIS at § 2.3.7, 2-12. The DIFR-EIS appropriately recognizes there are known issues with contaminated placement materials where in-water cleanup sites exist, such as the SJRWP. *See* DIFR-EIS at § 7.6.3, 7-29. Nevertheless, CPC wishes to bring to the Agency's attention that the site is not "stabilized" and that it has in fact been plagued with deficiencies that have led to continued releases of dioxin into the environment even since the installation of an engineered armor cap in 2011. Most recently, testing done at the site in the wake of Hurricane Harvey measured dioxin levels of 70,000 ng/kg, the highest readings recorded at the site.

It has been estimated that, to date, as much as two thirds of the original waste material that was dumped in the waste pits in the 1960s has escaped from Site. This large quantity of carcinogenic dioxin has not been relocated or recovered and it has likely spread itself out over a vast expanse of the marine environment. Dioxin is widely considered to be "hydrophobic," instead preferring to stick to sediment, allowing it to be transported to wherever the sediment moves. It is possible that dioxin from the SJRWP site has been transported beyond the AOC, south to the Bay Reach stretch of the project, where it has come to rest at the river's bottom. If that is so, then dioxin would be present in materials that are to be dredged. CPC is concerned that the USACE plans on testing for dioxin only within the very small HSC portion that traverses the AOC established for the SJRWP. Instead, CPC suggests additional testing be performed in areas on either side of the AOC that are traversed by the Bay Reach stretch of the TSP. Such a testing schema is better suited to detect dioxin from the SJRWP, given the persistent and unpredictable nature of this carcinogen.

3. Concerns about Sediment Contamination from Texas Deepwater Terminal

In Section 7.1.6, the DIFR-EIS states that the widening of the channel from Boggy Bayou to Greens Bayou would involve the acquisition of a small portion of land currently owned by the Texas Deepwater Terminal. *See* DIFR-EIS at § 7.1.6, 7-5. It is imperative for HPA to ensure that the land to be acquired is clean and free of contaminants before inclusion in the ECIP. HPA does not provide enough information in the DIFR-EIS to determine whether Texas Deepwater Terminal or HPA has already performed an environmental assessment on the acquisition of this property or not. However, such precautions should be taken to understand any potential contaminants on the property and that they are fully remediated before the ECIP begins.

4. Concerns about Sediment Contamination from other recent known spills in the Project Area not included in the DIFR-EIS

The DIFR-EIS acknowledges that the extent to which HTRW sites continue to be created and discovered is impossible to predict. *See* DIFR-EIS at § 3.3.5, 3-11. Despite this unpredictability, there must be some level of diligence applied by both the USACE and HPA to keep abreast of reported contaminations in the project area that could become new areas of concern given the proposed scope of the ECIP. For example, the DIFR-EIS investigation claims it did not identify any RCRA sites within the project footprint. *See* DIFR-EIS at § 6.8.18, 6-32. According to the EPA's "Clean Ups in My Community" Map, there are fifteen active RCRA sites all within a half mile of the HSC that are in varying stages of ongoing clean-up actions. It is incumbent upon the Agency to more fully investigate if these sites are connected hydrologically at all with the HSC or if the activities that are to be conducted in the HSC might in any way undermine these clean-up activities.

While the DIFR-EIS has analyzed eight sites of potential sediment contamination, the CPC also wishes to bring to the Agency's attention additional known hazardous waste spill sites located in close proximity to the project area. See DIFR-EIS, Table 2-3, p. 212. As shown in Exhibit 1, the Environmental Protection Agency's "Cleanups in My Community" map has identified fifteen sites with ongoing RCRA corrective cleanups within 0.5 miles of the Project Area. The EPA classifies all fifteen sites as Large Quantity Generators (LQG) of hazardous wastes. Nine of these site cleanups are incomplete. The CPC recommends that the USACE conduct testing on sediment material in the Project Area nearby to all fifteen spills; and in particular, the nine incomplete cleanup sites, which may have been disturbed by recent weather events.

CPC has also identified two completed RCRA cleanup sites that give special rise to sediment contamination concerns: (1) Exxon Mobile Corp.- 99HCP; and (2) Houston Refining.

- Exxon Mobil Corp. - 99 HCP is a designated RCRA cleanup site located approximately 2298.07 feet from the project area. Although the cleanup is marked as complete, the EPA also notes that there is currently insufficient information to determine whether the migration of contaminated groundwater is under control. CPC is concerned that, in light of Hurricane Harvey and recent large rainfall events, the contaminated groundwater may have migrated into the proposed Project Area. CPC recommends the testing of the sediment in the nearby Project Area for hazardous waste contamination.
- Houston Refining is another completed RCRA cleanup site and is located on the shoreline directly adjacent to the proposed Project Area. Although RCRA cleanup procedures are complete, Houston Refining has been in noncompliance with RCRA standards for twelve consecutive quarters. Because of Houston Refining's past spill, close proximity to the Project Area, and long-term noncompliance with RCRA standards, CPC recommends the testing of sediment in the nearby Project Area for hazardous waste contamination.

In addition to testing the RCRA corrective cleanup sites in Exhibit 1, CPC also suggests testing to be performed at sites of known EPA Emergency Response Spills indicated on the EPA's "Cleanups In My Community Map." Most notably, the CPC suggests sediment testing where Vince Bayou enters the Project Area near the USOR-PRP emergency spill response site. The EPA has responded on three occasions (July 2010, November 2010, and February 2011) to stabilize the site from uncontrolled releases of hazardous substances into Vince Bayou. The EPA reports that it removed 11,751 gallons of benzene contaminated sludge, five drums of benzene contaminated sludge washout, 89.36 tons of containment sludge, 10 cubic yards of PPE and IDW, and 833,500 gallons of contaminated storm water. Cleanup and stabilization measures are presently ongoing over five years later. Due to the magnitude of the three spills into Vince Bayou, the CPC recommends that the sediment entering the Project Area from Vince Bayou be tested for hazardous wastes such as benzene.

E. Air Quality

The DIFR-EIS does only a cursory analysis of air quality, finding no significant adverse impacts. It likewise neglects to address air quality at all in the cumulative impacts analysis. The DIFR-EIS is deficient for failing to analyze significant likely air impacts associated with induced growth that will foreseeably result from the TSP.

According to the DIFR-EIS, the current ship channel will be unable to accommodate forecasted commodity and fleet growth without significant and system-wide inefficiencies. *See* DIFR-EIS at ES-1. The project is explicitly being undertaken to increase efficiency in the channel in order to be able to handle this forecasted growth. Yet the DIFR-EIS does not analyze whether and how much of this forecasted growth would even be possible without the deepening and widening of the channel.

The USACE is clearly aware of the type of growth that this project will facilitate. The related projects in the cumulative impacts analysis include massive terminal expansions with the capacity to handle a greater volume of larger ships and a substantially greater amount of cargo. *See* DIFR-EIS at Appx G, Table G4-1. This is foreseeable growth, and much of it is dependent on the more efficient ship channel envisioned in the TSP. This growth will result in significant increases in landside air emissions. Much of the equipment used to unload this cargo is powered by diesel engines and generators. The cargo is then loaded onto diesel-driven trucks and trains that are significant sources of air pollution in the local area, including diesel particulate matter and ozone-forming nitrogen oxides. The forecasted increase in cargo containers necessitates a proportional increase in truck and rail traffic to move those containers. Yet the DIFR-EIS is silent on the landside air emissions of these easily foreseeable traffic increases.

The DIFR-EIS repeatedly references expected increases in cargo volume, yet claims, with no supporting analysis or evidence, that the number of containers per year will not be effected by the deepening, and that no change in landside air emissions is expected. *See* DIFR-EIS at Appx. B, 7-9. This is not sound economic analysis. If the no action alternative will result in significant and system-wide inefficiencies, it can reasonably be expected that some companies will choose to use a different port. There are many ports to choose from on the gulf coast, including the very nearby ports of Galveston and Freeport. The claim that the same amount of cargo will arrive at the Port of Houston regardless of the efficiency of the Port (i.e. with or without this project) is highly questionable. That suggests that under the no action alternative the shipping companies would simply shoulder the cost of forecasted port inefficiencies. This raises the question, why would the federal government spend hundreds of millions of dollars on this project to alleviate inefficiencies when it will have no effect on total cargo volume?

The answer is that the federal government would not spend hundreds of millions of dollars on an unnecessary infrastructure project. The expansion contemplated by the TSP is critical to future expected growth in the Port. Therefore, the DIFR-EIS must be amended to reflect the reality that the TSP will result in increased cargo volume in the port. Specifically, the DIFR-EIS must examine landside air impacts in the form of diesel exhaust from port machinery and truck and rail transportation that are associated with this resultant increase in cargo volume.

F. Water Quality

Section 6.8.2 of the DIFR-EIS explains how the TSP will comply with the requirements of the Clean Water Act, 33 U.S.C §§ 1251 et seq. (CWA), with regard to dredging and filling activities within US waters. Section 404(b) of the CWA requires appropriate balancing of established environmental guidelines with the economic impacts, to navigation and anchorage or not allowing the proposed disposal to proceed. The baseline for this analysis is that disposal must not result in unacceptable adverse impact to the environment. *See* CWA, Section 404(c).

Section 6.8.2 states that no wetlands would be impacted by the TSP Channel Modifications *yet fails to base such a conclusion on any real data*. The Agency simply states that as the DMMP is developed for the TSP and specific placement areas are identified, then such a conclusion will be reevaluated at a later time. To better comprehend how the TSP will comply with the CWA, this section of the analysis should be read and understood in conjunction with the following sections of the DIFR-EIS: Section 6.8.14 (Executive Order 11990, Protection of Wetlands) and Sections 3.2.1.2 and 2.4.1.2(wetlands as a habitat).

Under Executive Order 11990, the Agency takes note of its affirmative obligation to avoid new construction in wetlands unless no practical alternative is available, and that even then the Agency must include all practical measures to minimize harm to wetlands that may result from such use. CPC applauds the USACE's use of certain construction techniques that would avoid small wetlands along the north shore of the BSC. *See* DIFR-EIS at § 6.8.14, 6-30. Likewise, CPC welcomes the avoidance of any impacts on the 5.7 acres of potential tidal marsh north and west of Morgan's Point. *See* DIFR-EIS at § 7.2.1.2, 7-9. CPC encourages any efforts to avoid impacting wetlands as a result of O&M dredging activities. Should the wetlands be affected or should potential wetlands become developed at a later time due to the construction of bulkheaded docks along the shoreline, CPC encourages that mitigation for their potential loss in other areas of the watershed be implemented. *See* DIFR-EIS at § 3.2.1.2, 3-5.

Nevertheless, CPC takes issue with the lack of a comprehensive listing and/or graphic presentation of wetlands and potential wetlands in and around the TSP. The USACE is encouraged to provide the public with such a listing in addition to a list of possible new placement areas. Once the public is aware of how close the new PA sites are to known wetlands, it will be able to better assess whether or not the wetlands are to be impacted by the new PA sites and what form such an impact might take.

Finally, with regard to dredging techniques proposed for the project and factual determinations made, CPC offers the following two comments:

First, mechanical and clamshell dredging may be used in sensitive structural areas or areas where debris or old structures need to be removed. It is also mentioned that this technique in dredging can lead to greater re-suspended sediment than do other techniques. *See* DIFR-EIS, Appx. H at 10. CPC underscores that such a technique should be completely avoided in areas that might contain legacy contamination, as re-suspension of sediments could disturb that contamination and lead to possible exposures human and environmental exposure. As mentioned above, the EPA's "Clean Ups in My Community" Map reveals sixteen active RCRA sites all within a half mile of the HSC that are in varying stages of ongoing clean-up actions. It is incumbent upon the Agency to more fully investigate if these sites are connected hydrologically at all with the HSC or if the activities that are to be conducted in the HSC might in any way undermine these clean-up activities.

Second, CPC is concerned that not enough testing has been done or will be done with regard to possible contaminants in dredged material. The Agency states that chemical constituents in bottom sediments are subject to relocation and redistribution through tides, currents and other natural climactic and weather related forces in Galveston Bay. *See* DIFR-EIS, Appx. H at 17. Yet the Agency seems to ignore the presence of numerous contaminated locations near the Ship Channel or directly connected to it that might have leaked contaminants into the water, or continue to do so, and thus it ignores the possible presence of contaminants on sediments bottoms that are to be dredged. The presence of fifteen active RCRA sites with ongoing clean-up actions within a half mile of the HSC, as was mentioned above, necessitates a sediment testing process that more confidently detects the

presence of contaminants in the environment that is to be disturbed. CPC encourages a more active sediment testing regimen within the ship channel, especially around those lengths of the ship channel that abut areas of legacy contamination.

G. Economic Opportunities

The DIFR-EIS addresses the potential economic impacts of this project; however, it underplays the potential the project could have on economic opportunities in the area. *See* DIFR-EIS, Appx. G at § 3.4.1.1. In fact it states that the project is not expected to significantly impact any educational opportunities, prevent enrollment or use or reduce the diversity of engaging the opportunities. *See* DIFR-EIS at § 6.6.4, 6-14. It seems that USACE and HPA are missing a golden opportunity to significantly and positively impact educational opportunities, increase enrollment or use or increase the diversity of engaging the opportunities. While large scale dredging may be a highly specialized skilled activity as addressed in the DIFR-EIS, nothing would prevent HPA or USACE supporting job training at local universities in the study area, such as Houston Community College, San Jacinto College, or the University of Houston, to develop more skilled workforce in this industry or making sure that minority workers or those living in or near the project study area are hired for the ECIP. Further, the USACE and HPA could commit to hiring contractors and sub-contractors that employ full-time employees with benefits as opposed to subcontracting through temporary agencies or using independent contractors on the ECIP.

H. Other Noted Deficiencies

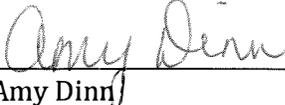
CPC further notes the DIFR-EIS contains certain deficiencies, such as its failure to undertake a complete analysis or provide information on the ECIP with sufficient specificity to determine potential impacts on certain issues not already addressed above. CPC provides a list of these noted deficiencies in the current DIFR-EIS and suggests that the USACE and HPA address these issues more meaningfully before submitting the FIFR-EIS:

- Failing to identify and address impacts to historic properties; and
- Failing to perform any culture resource investigations for areas where dredged material PAs for new construction and maintenance will be located based on the excuse that those areas have not yet been identified.

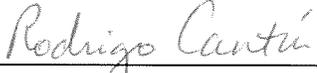
I. Conclusion

Caring for Pasadena Communities appreciates a complete response from the USACE and HPA to the comments and concerns raised in this letter. Please contact the undersigned counsel if you have any questions or need clarification regarding the comments contained herein.

Sincerely,



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EXHIBIT 1 TO PUBLIC COMMENTS ON THE HSC ECIP DIFR-EIS SUBMITTED BY CARING FOR PASADENA COMMUNITIES

RCRA CORRECTIVE ACTION SPILL CLEANUP SITES	HANDLER ID	APPROX. DISTANCE TO SHORELINE	CLEANUP STATUS	STREET ADDRESS
PASADENA REFINING SYSTEM	TXD008091290	0.00 ft to HSC/ADJACENT	COMPLETE	111 RED BLUFF ROAD
BASF PASADENA PLANT	TXD980808778	0.00 ft to HSC/ADJACENT	INCOMPLETE	4403 PASADENA FREEWAY
VOPAK LOGISTICS SERVICES- DEER PARK TERMINAL	TXD097673149	0.00 ft to HSC/ADJACENT	COMPLETE	2759 INDEPENDENCE PARKWAY S.
INEOS AMERICAS PASADENA SITE	TXD093565653	0.00 ft to HSC/ADJACENT	INCOMPLETE	3503 PASADENA FWY
INTERCONTINENTAL TERMINALS DEER PARK TERMINAL	TXD073912974	0.00 ft to HSC/ADJACENT	INCOMPLETE	1943 INDEPENDENCE PKWY S
HOUSTON REFINING	TXD082688979	0.00 ft to HSC/ADJACENT	COMPLETE	12000 LAWNSDALE STREET #ST 14
GALENA PARK TERMINAL	TXD026481523	0.00 ft to HSC/ADJACENT	COMPLETE	906 CLINTON DRIVE # A
ECO SERVICES OPERATIONS HOUSTON	TXD008099079	0.00 ft to HSC/ADJACENT	COMPLETE	8615 MANCHESTER ST
SASOL CHEMICALS USA GREENS BAYOU PLANT	TXD008106999	0.00 ft to GREENS BAYOU/ADJACENT	INCOMPLETE	1914 HADEN ROAD
ARKEMA HOUSTON PLANT	TXD008090011	0.00 ft to GREENS BAYOU/ADJACENT	INCOMPLETE	2231 HADEN ROAD
EL DUPONT DE NEMOURS LA PORTE PLANT	TXD008079212	125.57 ft to HSC	INCOMPLETE	12501 STRANG ROAD
EXXONMOBIL BAYTOWN CHEMICAL PLANT	TXD980809909	1100.00 ft to HSC	INCOMPLETE	5000 BAYWAY DRIVE
EXXONMOBIL BAYTOWN REFINERY	TXD000782698	1100.00 ft to HSC	COMPLETE	280 DECKER ROAD
VALERO REFINING HOUSTON REFINERY	TXD053624193	1300.00 ft to HSC	INCOMPLETE	9701 MANCHESTER STREET
EXXON MOBIL CORP- 99HCP	TXD082684002	2298.07 ft to HSC	COMPLETE*	8230 STEDMAN STREET

*Insufficient information to determine whether the migration of contaminated groundwater is under control.



November 13, 2017

Dr. Kelly Burks-Copes, Coastal Section
U.S. Army Corps of Engineers, Galveston District
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Via email: HSC-ECIP@usace.army.mil

Dear Dr. Burks-Copes,

This is in response to your request for port stakeholder comments on the draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP) that was prepared by the U.S. Army Corps of Engineers in partnership with the Port of Houston Authority. Thank you for your willingness to meet with port stakeholders during the drafting of this important document and your enthusiasm in soliciting waterway user input during the early planning stages of this project.

As background, the Lone Star Harbor Safety Committee is composed of representatives of the port community and provides a public forum for the review of Marine Transportation System (MTS) issues with particular emphasis on navigation safety-related matters. Voting Committee membership includes representatives from:

Barge/Tow Boat Operators	Maritime Education Representative
Barge/Tow Boat Organizations	Non-Liquid/Dry Cargo Vessel Operators
Brazos Pilot's Association	Non-Liquid Terminal Operators
Bulk Liquid Storage	Passenger Vessels
Chemical Tank Vessel Owner/ Operators	Port Freeport
Chemical Terminals	Port of Galveston
Commercial Fishing Vessels	Port of Houston
Container Ships	Port of Texas City
Galveston – Texas City Pilots	Recreational Boaters
Harbor Tug Company	Refineries
Houston Pilots	Shipping Agents
Line Handlers	Shipyard/Vessel Repair Facilities
Marine Exchange	Stevedore/Labor
Marine Salvage/Dredging Operators	Tank Vessel Owner/Operators

As a vehicle facilitating communications between and amongst public and private sector entities, the Committee draws upon regional expertise and insight to address such issues as vessel traffic management, anchorage management, communications, security, significant/heavy weather preparations, maritime traffic disruption/restoration, process improvements, and any other related topics dealing with the MTS. As recognized by the U. S. Coast Guard and the Department of Homeland Security, Harbor Safety Committees have been identified as a key facilitator and invaluable advocate of safe, efficient and environmentally sound operations.

The Houston Ship Channel is vitally important to the industry stakeholders operating in the region, but even more so, to the economic viability and energy independence of the United States. The sheer number of vessel movements, along with the massive quantity of cargo that moves along the waterway, make this waterway a strategic resource for our entire country. At the same time, the waterway has its limitations that reduce efficiency, increase costs and risks, and lead to delays in the movement of vessels. The enhancements to the waterway can aid at reducing the inefficiencies we currently face, thus preparing the Houston Ship Channel to serve the country and our industry for years to come.

On October 26, 2017, the LS HSC subcommittees considered the draft feasibility report, limiting their review to the following objectives:

1. Identify the highest priority efficiency and safety deficiencies for the Houston Ship Channel; based on current and projected vessel traffic.
2. Review the design vessels selected for each segment in the Feasibility Report and provide any comments regarding expected ship dimension trends.
3. Review the Tentatively Selected Plan (Alternative 8 measures) by considering the design vessels while simultaneously ensuring all of the aforementioned deficiencies are addressed.
4. Identification of any other general comments or recommendations.

As a committee that is tasked with representing the entire maritime industry, it is difficult for the committee to prioritize any particular recommendation or issue, as what might be important to a Bluewater Operator might be low priority for a Brownwater Operator or vice versa. Instead, our goal was to highlight those issues that could be addressed through the study and follow-on activities.

By way of example, we would like to highlight some of the items identified by the committee and how solving those issues could benefit the overall port community:

- a. Certain vessels are subject to daylight restrictions due to limitations in the current channel. Vessels that are delayed lead to increased costs for the Vessel Owner, the Charterer and the Terminal. Ultimately, delays reduce the ability of the asset operator to optimize the utilization of their assets. Improving the channel to allow these vessels to transit at night would reduce those costs and inefficiencies.

November 13, 2017

- b. Light loading of vessels due to draft limitations within the channel leads to increased costs and reduced utilization of the terminals and vessels. It also causes additional vessel calls and increased emissions for each ton of cargo shipped. Increased drafts would allow for more fully laden vessels to transit the waterway. And more importantly, this would reduce the required number of vessel transits.

Each of these items we highlight in Attachment 1 will likely require additional effort to analyze, identify the options to address those issues, and evaluate the potential benefit of each. We suspect that this will require further dialog with relevant stakeholders during this process. Our committee remains dedicated to supporting the ongoing effort in the study and offers its assistance in further evaluating each of these items as the study progresses.

During its November 3, 2017 meeting, the Lone Star Harbor Safety Committee considered the draft feasibility report and the recommendations made by its subcommittees. Prior to this submission, the Committee approved this letter and the items contained in Enclosure 1, which are submitted for your consideration.

If you need additional information, please do not hesitate to call me at 979-230-6785, or prazakj@triconenergy.com.

Respectfully,



James Prazak
Chair, Lone Star Harbor Safety Committee

Enclosure: (1) Port Stakeholder comments to the Draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP)

Copy: Mr. Roger Guenther, Executive Director, Port of Houston Authority
Captain Kevin Oditt, Coast Guard Captain of the Port Houston-Galveston
Colonel Lars Zetterstrom, Commander, Army Corps of Engineers Galveston District

Enclosure 1
Lone Star Harbor Safety Committee
Draft Integrated Feasibility Report and Environmental Impact Statement for the Houston Ship
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1. Identify the highest priority efficiency and safety deficiencies for the Houston Ship Channel, based on current and projected vessel traffic (statement of problem or defect)

- a. Daylight restrictions: There are nearly 10,000 tank vessel transits in Houston every year. Of these, 550, because their beam is greater than or equal to 120' but less than 150', are subject to daylight restrictions when carrying cargo. An additional 120 tank vessels with a beam of greater than 150' are subject to daylight restrictions regardless of whether they are carrying cargo. Assuming that half of the 670 vessels were ready to transit during the day and half were ready to transit at night, 335 vessels (approximately 1/day) were required to wait till daylight.

There are over 6800 vessel transits above Boggy Bayou on the Houston Ship Channel every year. Of these, approximately 200 vessels will have drafts in excess of 39', and are thus subject to daylight restrictions. Assuming that half of the 200 vessels were ready to transit during the day and half were ready to transit at night, 100 vessels (approximately 2/week) were required to wait till daylight. This assumes that the daylight restriction does not encourage ship operators to load to less than 39' draft.

There are over 1800 LPG vessel transits on the Houston Ship Channel every year. Of these, 550 vessel transits are subject to daylight restrictions because the vessels are carrying cargo and have an LOA greater than 560'. Assuming that half of the 550 vessels were ready to transit during the day and half were ready to transit at night, 275 vessels (approximately 5/week) were required to wait till daylight to depart their berth.

Daylight restrictions are especially costly during fog closures (typically occurring between late November and early April) when there are limited windows of opportunity to move vessels.

- b. Light loading: All the existing bulk liquid terminals above Boggy Bayou (ITC Pasadena (2 docks), Kinder Morgan North (2 docks), Kinder Morgan Galena Park (5 docks), Magellan Galena Park (3 docks), Kinder Morgan Pasadena (1 dock), Kinder Morgan Export Terminal (1 dock), Petrotex (2 docks), and Lyondell (1 dock)) expressed interest in loading/unloading vessels to drafts greater than 40'. The berths at ITC Pasadena were constructed to accommodate vessels with drafts of up to 45' (though currently the slip is dredged only to handle vessels with drafts $\leq 40'$). Magellan Pasadena, which is currently under construction, will also be capable of mooring vessels with drafts of up to 45'. Texas Deepwater Port, which has permits issued by the Army Corps of Engineers and Port of Houston Authority, was designed for navigational depths of up to 45'.

Similarly, there is interest from docks located above Sims Bayou to handle vessels with drafts greater than 37'. Besides the vessels that are conducting cargo operations above

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the 610 bridge, many tank vessels lay berth at City Docks. Many other vessels that would like to lay berth at City Docks are currently unable due to draft limitations.

Deepening to 40' under the 610' bridge would also eliminate air draft limitations for some vessels that cannot ballast deep enough to reduce their air draft to less than 135'. Because of air draft limitation, some vessels must back to the Lyondell turning basin to turn because they cannot access the turning basins in the upper ship channel, some chose to step their masts to transit under the 610 bridge to access city docks, and some must split cargo operations between above and below the bridge to manage air draft limitations.

Further, maximum drafts for the entire ship channel are restricted for periods of 1-3 days during the winter months in Houston, as the water level often falls significantly during prolonged northerly wind events (10-12 events/year which requires 1-2' of draft restriction).

- c. Unnecessary movements of chemical tankers to the offshore anchorage due to lack of upper channel moorings or lay berths: Due to the high volume of chemical tanker traffic on the Houston Ship Channel, there are often scheduling conflicts that require a vessel to transit to an anchorage (or lay berth if one is available) until the conflict is resolved. According to a study conducted by the Texas Transportation Institute, there are approximately 1,400 such transits on the Houston Ship Channel each year. These transits increase the risk to navigational safety, contribute negatively to environmental quality (e.g., engine exhaust), and increase costs for ship operators (e.g., bunker fuel, harbor tugs, pilotage.).
- d. No meeting of ships with 106' beam ships above Boggy Bayou: Annually, there are 2800 transits of vessels with beams of 106' or greater in the 9-mile stretch of the Houston Ship Channel above Boggy Bayou. Each of these transits requires traffic management. This, in turn, potentially generates delays for the other 4000 vessels that navigate this reach.
- e. One-way traffic in the lower bay when a large container vessel (>1100' LOA) is transiting: There have not been any container vessels greater than 1100' LOA that have transited the Houston Ship; however, all of the container lines have indicated that these size vessels will service Houston in the near future. During the transit of these vessels between B-18 and Bayport or Barbours Cut, they cannot meet other vessels of any size due to the narrowness of the channel. There are currently 2100 container vessel transits on the Houston Ship Channel each year which transport over 2 million TEUs into the Port of Houston (accounting for nearly 2 million TEUs). If only 10% of container vessel traffic changes to vessels over 1100' LOA, it would result in 210 transits that required no meeting of other vessel traffic (4 times/week for 2-3 hours each day).

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- f. Traffic management & delays due to combined-beam rule: Each year, there are over 1000 Aframax and Suezmax vessel transits on the Houston Ship Channel. Each requires traffic management and has the potential of delaying other vessel transits due to the combined beam restrictions (i.e., combined beam for meeting vessels is limited to <272' above B-75/76 to Boggy Bayou, and <310' between B-18 & B-75/76)
- g. Scarcity/unpredictable availability of placement areas for non-federal dredge material: Terminal operators for both new and existing facilities indicate that placement of dredge material is costly and difficult to obtain.
- h. Lack of Aframax/Suezmax capacity above Boggy Bayou: A number of terminal operators with property above Boggy Bayou have expressed interest in accommodating Aframax and Suezmax vessels (i.e., Texas Deepwater Port, Contanda, Magellan Pasadena). Additionally, with suitable setback from the channel, other locations could develop Aframax or Suezmax-capable docks.
- i. Lack of neo-panamax container capacity at all docks in Barbours Cut: Currently, only Barbours Cut Dock #1 is permitted to handle neo-Panamax vessels due to the width of Barbours Cut channel inside the land cut. Barbours Cut Docks 2-6 are limited to vessels with dimensions less than 1000' x 138'.
- j. Lack of Suezmax tanker capacity in Bayport: Export of crude oil continues to increase. For long haul deliveries, Suezmax vessels and VLCCs are preferred. Bayport currently has a dock planned that is capable of servicing Suezmax vessels; however, the channel dimensions are inadequate.
- k. Limited capacity of the Bolivar Roads Alternate Inbound Route (BRAIR): The BRAIR, in its current configuration, can only accommodate one way (inbound) shallow draft vessel traffic. Further, the shoal at B-26 reduces tow vessel maneuvering space and increases navigation safety risk.
- l. Adverse hydrodynamic forces in barge lanes: A number of tow vessel operators transiting the Houston Ship Channel have experienced adverse hydrodynamic forces and less than optimal under keel clearances when large vessels are transiting near the more shallow areas of the barge lanes. In light of the growing dimensions of deep draft vessels navigating the Houston Ship Channel; particularly larger container vessels transiting to and from Bayport and Barbours Cut, operators expect these occurrences to become more frequent.
- m. Abrupt mixing of deep draft and shallow draft vessel traffic below Morgans Point: Currently the barge lanes terminate below Morgans Point. This results in a more

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congested maritime space for both deep draft and shallow draft vessel traffic above this point. As larger and larger vessels call on Barbours Cut and traffic density increases, traffic separation spacing will decrease; thereby creating additional risks in this area.

- n. Significant mixing of deep draft and shallow draft vessel traffic in the vicinity of Lynchburg: The volume of deep draft vessel traffic, adjacent fleeting areas, vessel docks, and passenger ferries all contribute to increasing the risk to navigation safety in the vicinity of Lynchburg. Tow traffic entering and exiting the adjacent fleet areas must quickly integrate into the existing vessel traffic flow. Deep draft traffic and harbor assist tugs are frequently maneuvering alongside the docks on both sides of the channel further aggravating the problem. Deep draft traffic transiting the area must negotiate the nearby turn and make passing arrangement with vessel traffic in the area.
- o. Limited maneuvering space for tow traffic using the lower San Jacinto River: The lower San Jacinto River (between B-2 and B-10) is particularly narrow. Tow traffic transiting this area is frequently subjected to high river currents, propeller wash from pushed-in tow boats, and close quarter situations; all of which contribute to increased navigation safety risk.

2. Review the design vessels selected for each segment in the Feasibility Report and provide any comments regarding expected ship dimension trends.

- a. Request consideration of Suezmax-sized vessel for segment 4. Operators of new docks (Contanda, Magellan Pasadena, Texas Deepwater) predict the need for Suezmax capability to Greens Bayou.
- b. Though the most common vessel on the Houston Ship Channel is currently 600'x106', request the target vessel for any wet mooring facilities be at least 750'x106' since the average size is expected to increase. If possible, the wet moorings should allow for cargo care operations, stores, bunkering from barges, and crew changes.
- c. There are bulk liquid docks located in both Segments 5 and 6. Request consideration for increasing the size of the design tank vessel in segment 5 to 750'x106' and adding a design tank vessel of dimensions 750'x106' for Segment 6.
- d. The majority of the existing fleet of Aframax tankers includes vessels with beams between 138' and 145'. Request the design Aframax vessel for segment 4 have a beam of 145'.

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3. Review the Tentatively Selected Plan (Alternative 8 measures) and considering the design vessels and defects noted under item 1 and elsewhere, provide recommended solutions or comments.

- a. Request consideration of a mid-bay mooring facility (in addition to the proposed mooring facility near the San Jacinto monument) to reduce unnecessary vessel transits and alleviate congestion at the San Jacinto moorings. Sizing the mid-bay moorings for Suezmax vessels and smaller would allow all vessels subject to Coast Guard safety inspections to moor briefly for an inspection before proceeding to dock for cargo operations.
- b. Potential users of any wet mooring facility offered that charging a fee for mooring was appropriate.
- c. Placement of new DMPAs should be in areas that would benefit the highest number of facilities for maintenance and new construction material. The highest concentration of facilities is located between Lynchburg and the Buffalo Bayou turning basin. Further, the new DMPAs should be designed to handle the amount of material from the project as well as anticipated facility maintenance material and anticipated new construction projects.
- d. Magellan has expressed interest in upgrading Magellan Galena Park Ship Dock 2 (parallel to channel) to moor an Aframax-sized vessel. This dock is located adjacent to Hunting Bayou (above Greens Bayou, but below Sims Bayou). Preliminary engineering and conceptual drawings are being developed for this project. Request consideration for widening from Greens Bayou to Hunting Bayou to accommodate a design tank vessel of dimensions 850'x145'.
- e. Bolivar Roads Alternate Inbound Route (BRAIR): The BRAIR is a key safety feature on the HSC for west bound tow traffic on the ICW transiting into Houston. Conceived in the mid 1990's and officially recognized by the Coast Guard and Army Corps of Engineers in 2003, the BRAIR continues to enhance navigation safety for inbound tow traffic by better separating shallow draft and deep draft vessel traffic at one of the busiest intersections in the western hemisphere.

Following an incident near the Texas City Y intersection, the NTSB noted that better separation of vessel traffic would improve navigation safety on the Houston Ship Channel. In response to this NTSB recommendation, full mission bridge simulations were conducted at the Seamans Church Institute with the objective of identifying any structural or non-structural measures that might better separate deep draft and shallow draft vessel traffic. One of the key recommendations of the study group was to remove the shoal at B-26, thus allowing 2-way tow traffic in the BRAIR (currently it is limited to

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inbound traffic only), enhancing separation and maneuverability and decreasing navigation safety risk.

Considering the importance of the BRAIR with respect to navigation safety and the fact that tow traffic, which constitutes 80% of the vessel traffic on the Houston Ship Channel, is essential to the economic success of the region, the following is requested:

- The BRAIR be included in the federal project.
 - The shoal at B-26 be dredged either as part of the planned Houston Ship Channel widening, or if the channel is not widened in this region, that the shoal be dredged to a minimum of 15' MLLW.
- f. Deepening and widening of barge lanes: Based on tow boat operator experience, deepening the barge lanes to a minimum of 15' MLLW and widening the barge lanes by an additional 25' would improve navigation safety. Deepening would serve to mitigate under keel clearance issues experienced by tow boats when a large ship passes and draws the water out of the barge lane. Widening the barge lanes would give the tow boat operator additional maneuvering space should they need it to mitigate excessive and adverse hydrodynamic forces.
- g. Staging area/passing lane in vicinity of Lynchburg: Request consideration for inclusion of a staging area or passing lane in the vicinity of Lynchburg. This area would allow deep draft and shallow draft traffic to better integrate in this high traffic density area.
- h. Extension of barge lanes: Request consideration of extending the dedicated barge lanes above Morgans Point to B-98/99. This would aid in more seamlessly integrating deep and shallow draft vessel traffic at the top of the Galveston Bay.
- i. Widening of lower San Jacinto River (between B-2 and B-10): Request consideration of widening of the lower San Jacinto River to give the high volume of tow traffic in this area additional maneuvering space.
- j. Dedicated barge lanes: The barge lanes, which were constructed as part of the prior deepening and widening of the Houston Ship Channel, are critical to separating deep draft and shallow draft vessel traffic transiting to or from Houston. Brownwater and Bluewater stakeholders unanimously agree and support the inclusion of dedicated barge lanes in any future ship channel widening project. Widening the ship channel and not pushing the barge lanes out of the channel would significantly decrease navigation safety and is highly discouraged.

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5. Any other general comments or recommendations.

- a. A number of terminal operators have expressed concerns regarding how an improved/widened channel would interact with existing and planned dock facilities (e.g., setback, outermost mooring structures, ability to conduct bunkering or lightering.). In particular:
- The proposed turning basin at station 775+00 has the potential to interfere with future developments in segment 4.
 - The proposed turning basin at station ~915+00 appears to conflict with use of Galena Park Ship Dock 3 and Ship Dock 1. This looks significant enough to render these facilities unusable. This turning basin needs to be relocated further south and west to retain use of both docks.

To best deconflict planned channel modifications and docks, request additional stakeholder meeting/engagement following the comment period as the draft final report is developed.

- b. Chemical terminal docks continue to experience very high utilization rates, causing delays for vessels. Some of the operators use barges to minimize the number of direct berth calls by ships. The barges load at barge docks at Vopak Deer Park, ITC Pasadena and Exxon Baytown and then lighter to ships while they are working cargo at some other dock. This allows vessel operators to eliminate some berth calls in their ship rotation and expedite the ship through the port. It is challenging to find a place where ship operators can lighter cargo from the barge to the ship, as not all terminals allow this activity or the ship's deep draft is the issue. Stolt currently operates two bulk liquid barges and two more are being built. Request consideration of creating (dredging) mooring stations on the side of the channel between Bolivar Roads and Barbours Cut. This will permit, ships to lighter to/ from barges versus calling on a particular terminal and without having to go to another cargo terminal that allows lightering or to a layby berth. Likewise, vessels with project cargo, steel and some bulk solids currently experience delays due to high utilization rates at ship docks and may benefit as well from the use of the requested mooring stations.



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Senior Vice President
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November 13, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

Magellan Operating Company, LLC ("Magellan") supports the overall Houston Ship Channel Expansion Channel Improvement Project ("Project") and commends the U.S. Army Corps of Engineers-Galveston District ("USACE") and the Port of Houston Authority ("PHA") for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement ("DIFR-EIS") along with the Tentatively Selected Plan ("TSP"). We appreciate the opportunity to provide comments for the DIFR-EIS.

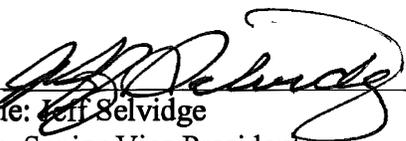
There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, Magellan is the construction manager and operator of the new MVP Terminalling, LLC ("MVP") Pasadena Terminal, and is authorized to construct but has not yet constructed four ship dock platforms on behalf of MVP under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP, significant work on the part of Magellan and will create jobs. In addition, these new ship docks will enable MVP to better serve its customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications

necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.

Magellan respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. Magellan would be glad to provide support to such an effort.

Regards,

Magellan Operating Company, LLC

By: 
Name: Jeff Selvidge
Title: Senior Vice President



Jeff Selvidge
Senior Vice President
Phone: (918) 574-7403
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November 13, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

Magellan Terminal Holdings, L.P. (Magellan”) supports the overall Houston Ship Channel Expansion Channel Improvement Project (“Project”) and commends the U.S. Army Corps of Engineers-Galveston District (“USACE”) and the Port of Houston Authority (“PHA”) for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement (“DIFR-EIS”) along with the Tentatively Selected Plan (“TSP”). We appreciate the opportunity to provide comments for the DIFR-EIS.

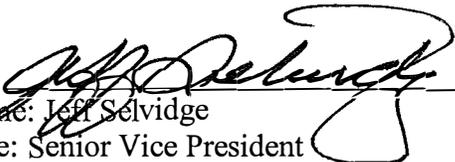
There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 (“Engineering Appendix”), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, Magellan is the owner and operator of the Magellan Galena Park Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basins, and Figure 4-17 of the Engineering Appendix does not depict two of Magellan’s permitted ship docks. Magellan’s Ship Dock 3 was constructed under a Letter of Permission (“LOP”) to USACE permit SWG-1997-00788 and has been completed. An existing dock to the east will be demolished and a new dock will be constructed in its place under the same permit within the next year. The second turning basin proposed for Segment 4 TB4 Hunting, Station 915+00 (“TB4 Hunting”) on Figure 4-17 of the Engineering Appendix shows only one Magellan dock. As proposed, TB4 Hunting will conflict with the two permitted ship docks and if the Project were to proceed as currently proposed, Magellan would lose operability of two of the three ship docks at the Galena Park facility. Both of the new ship docks enable Magellan to handle larger and an increased volume of ships. Further,

the two new ship docks have required and will continue to require significant investment on the part of Magellan. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Removing these docks from service will have significant negative economic impacts which should be considered as part of the review of the TSP.

Magellan respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. Magellan would be glad to provide support to such an effort.

Regards,

Magellan Terminals Holdings, L.P.
By: Magellan NGL, LLC, its general partner

By: 
Name: Jeff Selvidge
Title: Senior Vice President

**MVP Terminalling, LLC
One Williams Center, Suite 3100
Tulsa, OK 74172**

November 13, 2017

Via Electronic Mail and Certified Mail/RRC

U.S. Army Corps of Engineers, Galveston District
Attn: Dr. Kelly Burks-Copes, Coastal Section
Regional Planning & Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Re: Comments to the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Draft Integrated Feasibility Report and Environmental Impact Statement

Dear Dr. Burks-Copes:

MVP Terminalling, LLC, which is jointly owned by Magellan OLP, L.P. and Valero Terminalling and Distribution Company (“MVP”), supports the overall Houston Ship Channel Expansion Channel Improvement Project (“Project”) and commends the U.S. Army Corps of Engineers-Galveston District (“USACE”) and the Port of Houston Authority (“PHA”) for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement (“DIFR-EIS”) along with the Tentatively Selected Plan (“TSP”). We appreciate the opportunity to provide comments for the DIFR-EIS.

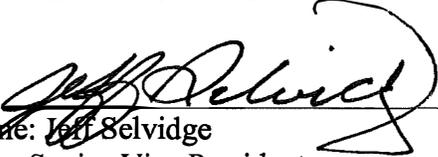
There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 (“Engineering Appendix”), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, MVP is the owner of the MVP Pasadena Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basin, and is authorized to construct but has not yet constructed four ship dock platforms under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP’s proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP and will create jobs. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel (“HSC”). Any required modifications necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.

MVP respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. MVP would be glad to provide support to such an effort.

Regards,

MVP Terminalling, LLC
By: Magellan Operating Company, LLC

By:


Name: Jeff Selvidge

Title: Senior Vice President



309 East 11th St., Suite 2 • Austin, Texas 78701 • 512.477.1155 • www.citizen.org

November 13, 2017

USACE Galveston District
Attn: Dr. Kelly Burks-Copes
Coastal Section
Regional Planning and Environmental Center
P.O. Box 1229
Galveston, TX 77553-1229

Dear Dr. Burks-Copes:

Public Citizen appreciates the opportunity to submit comments on the proposed Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas. We submit these comments on behalf of Public Citizen and the communities in the Greater Houston area that we serve.

The present comments are limited to our impressions on certain topics: storm surge, air quality and NAA Conformity, environmental justice, widening near Patrick Bayou, and dredge material placement.

Storm Surge

In Section 6.2.2, the storm surge model using ADCIRC is described. We appreciate the intentionality of the storms chosen for the modeling as they very well represent the range of conditions seen along the Gulf and encompass an appropriate range of intensities that could generate significant storm surge. Our concern with the model is that it was not specified whether storm surge modeling included expected sea level rise, which will impact storm surge extent.

Air Quality and NAA Conformity

Given that the Greater Houston area is in nonattainment for ozone, the Army Corps of Engineers must take into account the impact that this project will have on the state's plans to meet air quality standards. It is important to keep in mind that these rules are in place to protect human health. Ozone, which is produced by a photochemical reaction of NO_x and volatile organic compounds, affects human health by increasing rates of respiratory ailments like asthma. Children and the elderly are the most vulnerable, and because air pollution travels, its impact is not isolated to the area closest to the ship channel. Ozone can and does impact people across the Greater Houston Region.

In Section 6.8, it is written that anticipated emissions would be above *de minimis*. We are looking forward to reviewing the Draft General Conformity Determination. We hope that you will provide a similar opportunity for public comment on that document and, if applicable, hold public meetings as well. We also suggest that the Army Corps of Engineers use low- or zero-emissions technologies whenever possible during this project to help reduce emissions of ozone-forming compounds like NO_x. We recommend that the Corps give priority to technologies that reduce ozone either through direct purchase



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of such equipment as needed for the project, or through the prioritization of contractors that use zero emission technology, such as electric earth moving equipment, in their work. In that way, the Army Corps can reduce NOx emissions during the completion of the expansion project.

Environmental Justice

The Environmental Impact Statement states that the 22-tract average of the census tracts containing the TSP was 73.3% minority with an average median income of \$48,639, and the land closest to the TSP has an average of 26.7% minority with an average median household income of \$62,005. We are concerned with the lack of clarity about which census tracts were selected. There are more than 22 census tracts that line Galveston Bay and the Houston Ship Channel from Pelican Island to the 610 area. While the bulk of the work will be in Galveston Bay proper, and dredging there will have little impact on the communities nearby, the widening of the Houston Ship Channel may have more of an impact on the nearby communities. These communities tend to be low-income communities of color, and because some of the communities are Hispanic, every attempt should be made to produce outreach and educational materials in English and Spanish as many residents do not speak English well or at all. The Army Corps of Engineers should do more work to determine the environmental justice impact on those portions of the TSP.

Patrick Bayou

Widening near the Patrick Bayou has the potential to disturb an existing Environmental Protection Agency National Priorities List (EPA NPL) site that is contaminated with PAHs, PCBs, and metals. While the area around the proposed widening is largely industrial, that disruption has the potential to have severe ecosystem impacts and downstream effects, and could impact Galveston Bay. We appreciate that the Army Corps of Engineers states that “the NFS must ensure that the land is clean and free of contaminants.”

Before supporting this portion of the HSCIP, we argue that more information is needed to ensure accountability. Questions that we would like answered before the project moves forward are:

- What are the specific contaminants of concern for the site?
- How will the Army Corps of Engineers confirm that the land is indeed free of contaminants?
- How certain is Army Corps of Engineers that widening plans will not impact source areas?
- Has there been historical sampling, and if so, what are the results and are they publicly available?
- What studies, if any, have been done in regards to this site? Have there been any relevant studies concerning Patrick Bayou based on its status as an NPL site? Does the Army Corps or others have a sense of what will happen when these contaminants are released?
- Will there be sampling performed while the potentially contaminated material is being moved? Will sampling be done after the material is moved at both the original site and the dredge material placement are to ensure that no further contamination occurs? Will that information be made available to the public?



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According to the EPA website¹, the Patrick Bayou site was finalized onto the NPL in 2002. Yet also according to the EPA site, the Remedial Investigation and Feasibility Study has not yet been released. This site is not likely to be remediated in advance of the Houston Ship Channel Expansion Project, complicating this project if it were to move forward.

Dredging and Dredge Material Placement Areas

Some of the questions we would like addressed include:

- How will the Corps ensure that contamination in the sediment of the Houston Ship Channel is not disturbed during dredging?
- What water or sediment sampling will be performed on dredged material? What contaminants will be tested for?
- Where will dredge material be deposited? Will DMPA's include water proof liners?
- How will the Corps ensure that dredge material does not migrate? How will the Corps ensure that contamination does not leach out of dredge material?

We appreciate the opportunity to provide these comments. If you have any further questions, you can reach out to Stephanie Thomas at (832) 840-6464.

Thank you,

Stephanie G. Thomas, Ph.D.
Community Organizer
Public Citizen

Adrian Shelley
Director, Texas Office
Public Citizen

¹ <https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.Cleanup&id=0605329#bkground>. Accessed November 10, 2017.

Shell comments to HSC Expansion Channel Improvement Project Study listed in order of highest to lowest priority.

1. Daylight restrictions:

- a. Certain tank vessel transits are currently daylight restricted due to max beam requirements, combined max beam requirements or draft requirements. When combined with seasonal fog closures on the HSC, daylight restrictions can cause production slowdowns and supply chain disruptions.
 - i. The study addresses moving the daylight restriction starting point from the Galveston entrance to Morgan's Point. Measure CW1 SJM BB addresses widening of the channel from 400' to 530' from San Jacinto Monument to Boggy Bayou however it is unclear if this single engineering measure was intended to mitigate the loaded Aframax daylight only restriction to Boggy Bayou. We request any channel improvements allow unrestricted transits of Aframax vessels from the Galveston Entrance to Boggy Bayou.

2. One-way traffic

- a. We support channel widening in the lower bay to allow unrestricted two-way traffic (i.e. all beam restrictions removed) from Galveston Entrance to Boggy Bayou for all existing vessels as well as future vessel sizes. Container ships with an LOA >1100' are predicted to transit the Houston Ship Channel in the near future with a potential to cause delaying of other vessel transits.

3. Movements of chemical tankers:

- a. The high volume of chemical tanker traffic on the Houston Ship Channel creates scheduling conflicts due to multiple berth calls and thus requires the vessel to transit to Bolivar anchorage or the Galveston Fairway to await terminal availability. These lengthy transits increase risk to navigational safety, increase operational costs for ship operators and charterers, and can cause terminal scheduling delays. We support the proposed multipurpose mooring near San Jacinto to function as layberths for chemical ships and request consideration of the following:
 - i. The proposed San Jacinto multipurpose mooring should consider accommodating all vessel sizes from small chemical ships to Suezmax.
 - ii. The proposed multipurpose mooring should be designed to allow cargo care operations, USCG COC inspections, storing, bunkering from barges, crew changes, and product lightering to and from barges.
 - iii. Inclusion of a mid bay mooring that handles all vessel sizes up to Suezmax to further reduce congestion from multiple vessel transits in addition to the San Jacinto Multipurpose mooring.

4. Channel Deepening

- a. We support deepening of the HSC from Boggy Bayou to Sims bayou from 41.5' to 46.5' and from Sims Bayou to the Main HSC turning basin from 37.5' to 41.5'.

- b. Consideration should be given to deepening the barge traffic lanes in the lower Bay to allow enough under keel clearance to reduce the potential hazardous interactions that may result from larger ships passing in close proximity.

5. Design vessel comments:

- a. Request that the design vessel for bulk liquid terminals in Segments 5 be increased to 750' x 106' and adding a design tank vessel to Segment 6 of 750' x 106' to take advantage of ability to load/discharge larger quantities of bulk liquid products.

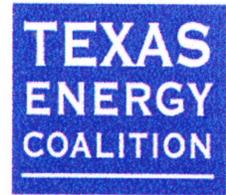
6. Dredge Material Placement areas

- a. Placement of new DMPA should be in areas that would benefit the highest number of facilities for maintenance and new construction material. The highest concentration of facilities are located between Lynchburg and the Buffalo Bayou turning basin.
- b. The new DMPA should be designed to handle the amount of material from the project as well as anticipated facility maintenance material and anticipated new construction projects.

7. Other concerns:

- i. It is unclear how the improved/widened channel would affect existing and planned dock construction project with respect to set back requirements.
- ii. A large volume of liquid bulk transfers are conducted by lightering from Ship to barge and from barge to ship at various locations along the upper HSC. It is unclear from this study how the widened sections of the channel will affect the ability for vessels to continue these operations.

Captain Steve Byrnes
Marine Technical Advisor
Shell Trading (US) Company
1000 Main St, Suite 16114D
Houston, Texas 77002
Tel +1 713 230 4943



6207 Inwood Drive
Houston, TX 77057

November 13, 2017

Dr. Kelly Burks-Copes
Coastal Section, Regional Planning & Environmental Center
U.S. Army Corps of Engineers, Galveston District
P.O. Box 1229
Galveston, Texas 77553-1229

RE: Houston Ship Channel Expansion Improvement Project – Public Comments

Dear Dr. Burks-Copes:

The Texas Energy Coalition (“Coalition”) was formed in 1995 and consists of pipeline transmission companies having common interests in a variety of issues, including port expansion projects. The Coalition’s membership includes Buckeye Partners, L.P., Enterprise Products Company, Explorer Pipeline Company, ExxonMobil Pipeline Company, Energy Transfer Company, Flint Hills Resources, LyondellBasell, Shell Pipeline Company, LP and Valero Energy Corporation.

In response to a request for public comment, the Coalition offers the following observations regarding the Environmental Impact Statement (EIS) and Feasibility Study for the proposed Houston Ship Channel Expansion Channel Improvement Project (HSC ECIP).

The Coalition generally supports projects to improve port operations, including efforts to deepen and widen key channels to accommodate larger and more efficient vessels including the new Panama ships. Modernizing critical infrastructure, including the Port of Houston, is of vital importance to keep Texas competitive in the global economy. The pipeline industry also plays a significant role in the Texas economy and needs a consistent regulatory environment to plan for future projects and make capital investments in our State.

In order for the HSC ECIP to proceed, the relocation of a number of pipelines apparently will be necessary. Under long-established law, including but not limited to the Water Resources Development Act of 1986 (“WRDA-86”), Congress established cost-sharing principles that must be applied, including in the specific context of deep-draft projects such as the HSC ECIP. One of these cost-sharing principles requires the local sponsor of the project to pay 50% of the costs of relocating utilities, including pipelines. The U. S. Army Corps of Engineers recognized Congress’ applicability of that cost-sharing principle to utility and pipeline relocations decades ago. As recently as September 27, 2017, the Corps re-affirmed the applicability of the requirement in deep-draft projects (such as this) for the local (non-Federal) sponsor to bear at least 50% of the costs of utility relocations.

It is important any proposal or project to expand, deepen or improve ship channels, including in particular the HSC ECIP, adhere to these cost sharing principles. That includes the necessity of adequate advance provision for the local sponsor's payment of at least 50% of the costs of relocating whatever pipelines and associated facilities may require relocation due to this deep-draft harbor project.

Given the potential for interruption of delivery schedules, economic disruptions, and construction cost overruns that may occur as the result of poor or hurried relocation planning, the Coalition requests that the Federal and local (non-Federal) sponsors of the HSC ECIP (a) schedule a detailed planning meeting with representatives of pipeline and utility operators at the earliest possible opportunity and (b) establish a schedule of regular communications to affected operators regarding relocation dates, along with opportunities for face-to-face interaction. In this fashion the Coalition's members and others can plan more effectively, minimize inconvenience and disruption for the public and the national economy, and also take steps to ensure that all potentially affected facilities have been accurately identified and either included or excluded from relocation planning.

Thank you for the opportunity to comment on the U.S. Army Corps of Engineers-Galveston District's Houston Ship Channel Expansion Improvement Project. As more research is conducted, we request that we have another opportunity to provide feedback on comments of any revised plans.

Sincerely,

A handwritten signature in cursive script that reads "Lisa F. Regan".

Lisa F. Regan
Executive Director
Texas Energy Coalition



Comment Form/ Formulario de Comentarios

ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?

YES/SÍ NO/NO If yes, position/Puesto: _____

First and Last Name/Nombre y Apellido

ADRIAN VUYK

Mailing Address/Dirección de Envío

5001 WOODWIND DR. B 503

City, State, Zip Code/Ciudad, Estado, Código Postal

HOUSTON TX 77056

Email Address/Correo Electrónico

AVUYK@HSCMAIL.COM

Affiliation/Afiliación

BOATER

How did you learn about this public meeting to present and discuss the Tentatively Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement?

¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativamente Seleccionado y el Borrador del Reporte Integrado de Factibilidad y Declaración de Impacto Ambiental?

- Newspaper Notice/Aviso de Periódico
- Notice in Mail/Aviso por Correo
- Email/Correo Electrónico
- Website/Sitio web
- Other (please explain)/Otro (por favor de explicar)

How would you prefer to receive information about this study? (Please check one) / ¿Cómo prefiere recibir información sobre el estudio? (Por favor marque uno)

Website/Sitio web Mail/Correo Email/Correo Electrónico Newspaper/Periódico

Other (please explain)/Otro (por favor de explicar) _____

COMMENTS (Please make additional comments on the back, if needed.)

COMENTARIOS (Por favor hacer sus comentarios adicionales en la parte posterior.)

I'm a frequent user of the Red Fish island anchorage with my little 30 ft. trawler and would like to see more suitable small boat anchorages in the Galveston Bay

Even Red Fish Island is very restricted to ENE – E- SE wind and only small draft boats. Anything over 4 Ft have to stay in the current and wave action going by the island.

The HYC anchorage is basically only usable in S-SW-W again small boats with a draft of less than 4 ft.

In general, we go back to the marina when there is a small boat advisory in effect. There are no safe anchorage with wind and wave protection in Galveston Bay what is a pity.

With the economic impact of the small boaters on the community as a whole, I wonder why we can't have 2 or 3 say Crescent shaped island for save anchorage.

Even adding some pier type extensions to the present disposal island could create a more usable and anchoring friendly Galveston bay.

This comment form may be turned in at the public meeting, mailed to the address on the back of this page, or emailed by November 13, 2017 to HSC-ECIP@usace.army.mil. Thank you for your participation in this study.

Este formulario de comentarios se puede entregar en la reunión pública, enviar a la dirección en la parte posterior de esta hoja, o enviar por correo electrónico antes del 13 de Noviembre de 2017 a HSC-ECIP@usace.army.mil. Gracias por su participación en este estudio.

Commenter	Affiliation	Date	Comments	Form	Subject	ID'd	Comment Response/Document Reference
Randy Stiefel	Director of General Cargo Facilities, Port Houston	9-Nov	In segments 5 and 6, it should be included in the study to allow the larger beam Ro Ro vessels (NEOPanamax 35.8m beam) passage to the City Docks.	Email	Economics	2017-11-09 Stiefel_PHA.pdf	Segment 5 and Segment 6 design vessel is based off the dimensions of a Panamax Bulk Carrier (750' LOA x 106' beam). The study found very limited opportunity for widening the channel footprint in Segments 5 and 6. As a result, the study did not include widening Segment 5 or Segment 6 as part of the recommended plan. The study team determined that the maximum depth considered (-41.5) and Brady Island Turning Basin expansion (900-foot diameter) was justified. Pre-construction engineering design (PED) will determine final channel design. Houston Pilots will determine what new vessel sizes can transit these segments.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	A reasonable vessel owner fee should be expected for use of the mid-harbor anchorages. The proceeds of such a fee could then go towards maintenance, operations, and improvements. A "reasonable fee" would not significantly exceed the average costs involved with moving the vessel all the way out to anchor. Construction sizes of vessels are increasing. While the current average size is 600'x106', we request the target vessel for any mid-harbor mooring facilities be at least 750'x106' to accommodate the newer/future vessels being built.		Economics	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	The benefits associated with the mooring facility are based on the reduction in vessel operating costs associated with a reduction in transits to anchorage. Analysis using only transportation cost savings showed that a mooring facility is economically justified. The study does assume vessel of 750' LOA x 106' LOA would use the mooring facility. Since release of the draft report, the mooring facility was removed from consideration at the request of the Port. The mooring facilities are no longer included as part of the recommended plan and will not be constructed as part of this project.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	Better use of existing lay berths – Deepening segments 5 and 6 is appreciated. Many chemical tanker vessels draw more than 37 feet and are thereby restricted in the upper reaches of the channel. Similar to the previous comments, we would appreciate consideration of designing sections 5 and 6 with newer/future construction sizes in mind (750'x106'). Deepening these sections will result in fewer delays and trips to anchor in addition to providing additional flexibility in the winter months when northerly winter events reduce drafts.		Economics	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Segment 5 and Segment 6 design vessel is based off the dimensions of a Panamax Bulk Carrier (750' LOA x 106' beam). The study found very limited opportunity for widening the channel footprint in Segments 5 and 6. As a result, the study did not include widening Segment 5 or Segment 6 as part of the recommended plan. The study team determined that the maximum depth considered (-41.5) and Brady Island Turning Basin expansion (900-foot diameter) was justified. Pre-construction engineering design (PED) will determine final channel design. Houston Pilots will determine what new vessel sizes can transit these segments.
Michael Long	Project Director - Contanda LLC	10-Nov	b. Contanda desires Suezmax vessels be considered for Segment 4 as we currently have plans and designs for projects involving suezmax vessels.	Email	Economics	2017-11-10 Contanda.pdf	The study team was required to select a design vessel for Segment 4 early in the study to complete economic analysis and feasibility-level ship simulations. At that time, the study team did not have evidence of the potential for Suezmax tanker transits past Boggy Bayou. As a result, an Aframax-sized vessel was selected. In response to subsequent interest in docking Suezmax vessels at facilities upstream of Boggy Bayou, the study team included Suezmax tankers in multiple transit and passing scenarios during feasibility-level ship simulation. Feasibility-level ship simulation determined that transit of the Suezmax vessel past Boggy Bayou was feasible. The study team estimated project benefits using tankers up to 130,000 DWT past Boggy Bayou (Study Segment 4). The maximum considered depth (-46.5 MLLW) and channel width (530 feet) was justified using this vessel. Pre-construction engineering design (PED) will determine the final channel design. Houston Pilots will determine what vessels can transit the channel.
Bob Pennacchi	COO, Intercontinental Terminals Company, LLC	8-Nov	ITC would like Suezmax vessels considered for Segment 4 as we currently have plans and designs for future projects involving Suezmax vessels.	Email	Engineering	2017-11-08 ITC HSC ECIP Comments.pdf	The study team was required to select a design vessel for Segment 4 early in the study to complete economic analysis and feasibility-level ship simulations. At that time, the study team did not have evidence of the potential for Suezmax tanker transits past Boggy Bayou. As a result, an Aframax-sized vessel was selected. In response to subsequent interest in docking Suezmax vessels at facilities upstream of Boggy Bayou, the study team included Suezmax tankers in multiple transit and passing scenarios during feasibility-level ship simulation. Feasibility-level ship simulation determined that transit of the Suezmax vessel past Boggy Bayou was feasible. The study team estimated project benefits using tankers up to 130,000 DWT past Boggy Bayou (Study Segment 4). The maximum considered depth (-46.5 MLLW) and channel width (530 feet) was justified using this vessel. Pre-construction engineering design (PED) will determine the final channel design. Houston Pilots will determine what vessels can transit the channel.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company		2. One-way traffic a. We support channel widening in the lower bay to allow unrestricted two-way traffic (i.e. all beam restrictions removed) from Galveston Entrance to Boggy Bayou for all existing vessels as well as future vessel sizes. Container ships with an LOA >1100' are predicted to transit the Houston Ship Channel in the near future with a potential to cause delaying of other vessel transits.	Email	Economics	2017-11-13 Shell.pdf	Thank you for your comment. The study estimates significant benefit to widening based on the existing and future traffic volume at Houston Ship Channel. Final channel design will be determined in pre-construction engineering and design (PED).
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	4. Channel Deepening a. We support deepening of the HSC from Boggy Bayou to Sims bayou from 41.5' to 46.5' and from Sims Bayou to the Main HSC turning basin from 37.5' to 41.5'.	Email	Economics	2017-11-13 Shell.pdf	Thank you for your comment. The study estimates significant benefit to deepening upstream of Boggy Bayou based on the existing and future traffic volume at Houston Ship Channel.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	5. Design vessel comments: a. Request that the design vessel for bulk liquid terminals in Segments 5 be increased to 750' x 106' and adding a design tank vessel to Segment 6 of 750' x 106' to take advantage of ability to load/discharge larger quantities of bulk liquid products.	Email	Economics	2017-11-13 Shell.pdf	Segment 5 and Segment 6 design vessel is based off the dimensions of a Panamax Bulk Carrier (750' LOA x 106' beam). The study found very limited opportunity for widening the channel footprint in Segments 5 and 6. As a result, the study did not include widening Segment 5 or Segment 6 as part of the recommended plan. The study team determined that the maximum depth considered (-41.5) and Brady Island Turning Basin expansion (900-foot diameter) was justified. Pre-construction engineering design (PED) will determine final channel design. Houston Pilots will determine what vessel sizes can transit these segments.
Lisa F. Regan	Executive Director - Texas Energy Coalition	13-Nov	The Coalition generally supports projects to improve port operations, including efforts to deepen and widen key channels to accommodate larger and more efficient vessels including the new Panama ships. Modernizing critical infrastructure, including the Port of Houston, is of vital importance to keep Texas competitive in the global economy. The pipeline industry also plays a significant role in the Texas economy and needs a consistent regulatory environment to plan for future projects and make capital investments in our State.	Public Comments Mailed	Economics	2017-11-13 Texas Energy Coalition.pdf	Comment Noted
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Daylight restrictions: There are nearly 10,000 tank vessel transits in Houston every year. Of these, 550, because their beam is greater than or equal to 120' but less than 150', are subject to daylight restrictions when carrying cargo. An additional 120 tank vessels with a beam of greater than 150' are subject to daylight restrictions regardless of whether they are carrying cargo. Assuming that half of the 670 vessels were ready to transit during the day and half were ready to transit at night, 335 vessels (approximately 1/day) were required to wait till daylight. There are over 6800 vessel transits above Boggy Bayou on the Houston Ship Channel every year. Of these, approximately 200 vessels will have drafts in excess of 39', and are thus subject to daylight restrictions. Assuming that half of the 200 vessels were ready to transit during the day and half were ready to transit at night, 100 vessels (approximately 2/week) were required to wait till daylight. This assumes that the daylight restriction does not encourage ship operators to load to less than 39' draft. There are over 1800 LPG vessel transits on the Houston Ship Channel every year. Of these, 550 vessel transits are subject to daylight restrictions because the vessels are carrying cargo and have an LOA greater than 560'. Assuming that half of the 550 vessels were ready to transit during the day and half were ready to transit at night, 275 vessels (approximately 5/week) were required to wait till daylight to depart their berth. Daylight restrictions are especially costly during fog closures (typically occurring between late November and early April) when there are limited windows of opportunity to move vessels.	Email	Economics	2017-11-13 LSHSC_Signed.pdf	The study conducted in-depth benefit analysis for alleviating daylight restrictions in the bay through channel widening. In addition to the current, daylight-restricted traffic, the study considers increases in vessel size and overall traffic at Houston Ship Channel. As detailed in the comment, there is significant benefit to alleviating daylight restrictions. The results of the analysis show significant benefits to channel widening throughout the Bay Reaches (Bolivar Roads to Morgans Point). When compared to costs, widening is economically justified from Bolivar Roads to Redfish.

James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Light loading: All the existing bulk liquid terminals above Boggy Bayou (ITC Pasadena (2 docks), Kinder Morgan North (2 docks), Kinder Morgan Galena Park (5 docks), Magellan Galena Park (3 docks), Kinder Morgan Pasadena (1 dock), Kinder Morgan Export Terminal (1 dock), Petrotex (2 docks), and Lyondell (1 dock)) expressed interest in loading/unloading vessels to drafts greater than 40'. The berths at ITC Pasadena were constructed to accommodate vessels with drafts of up to 45' (though currently the slip is dredged only to handle vessels with drafts =<40'). Magellan Pasadena, which is currently under construction, will also be capable of mooring vessels with drafts of up to 45'. Texas Deepwater Port, which has permits issued by the Army Corps of Engineers and Port of Houston Authority, was designed for navigational depths of up to 5'. Similarly, there is interest from docks located above Sims Bayou to handle vessels with drafts greater than 3 7'. Besides the vessels that are conducting cargo operations above the 610 bridge, many tank vessels lay berth at City Docks. Many other vessels that would like to lay berth at City Docks are currently unable due to draft limitations. Deepening to 40' under the 610' bridge would also eliminate air draft limitations for some vessels that cannot ballast deep enough to reduce their air draft to less than 135'. Because of air draft limitation, some vessels must back to the Lyondell turning basin to turn because they cannot access the turning basins in the upper ship channel, some chose to step their masts to transit under the 610 bridge to access city docks, and some must split cargo operations between above and below the bridge to manage air draft limitations. Further, maximum drafts for the entire ship channel are restricted for periods of 1-3 days during the winter months in Houston, as the water level often falls significantly during prolonged northerly wind events (10-12 events/year which requires 1-2' of draft restriction).	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The recommended plan includes channel deepening to -46.5 ft MLLW from Boggy Bayou to the Washburn Tunnel and -41.5 ft from Washburn Tunnel to the HSC Main Turning Basin. The recommended plan also includes improvements to the Brady Island Turning Basin to provide additional turning opportunities for all vessels. No changes are recommended to I-610 Bridge; however, the study team is aware of the air draft constraints that it creates.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Unnecessary movements of chemical tankers to the offshore anchorage due to lack of upper channel moorings or lay berths: Due to the high volume of chemical tanker traffic on the Houston Ship Channel, there are often scheduling conflicts that require a vessel to transit to an anchorage (or lay berth if one is available) until the conflict is resolved. According to a study conducted by the Texas Transportation Institute, there are approximately 1,400 such transits on the Houston Ship Channel each year. These transits increase the risk to navigational safety, contribute negatively to environmental quality (e.g., engine exhaust), and increase costs for ship operators (e.g., bunker fuel, harbor tugs, pilotage.).	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The study team evaluated mooring facility construction. As detailed in the report, there is potential benefit of mooring facility construction. The study team determined that the mooring facility creating the most net benefit would be located adjacent to the Channel in Segment 1 (near San Jacinto Monument). At the request of the Port, the mooring facility was removed from consideration and is not part of the recommended plan.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	No meeting of ships with 106' beam ships above Boggy Bayou: Annually, there are 2800 transits of vessels with beams of 106' or greater in the 9-mile stretch of the Houston Ship Channel above Boggy Bayou. Each of these transits requires traffic management. This, in turn, potentially generates delays for the other 4000 vessels that navigate this reach.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	Modeling of the Houston Ship Channel showed significant congestion in the upper channels. The study expects that this congestion could be partially relieved by channel deepening through a reduction in the overall number of vessel calls; however, given the limits to channel widening in the upper reaches (Study Segment 5 and Segment 6), the study does not recommend any measures that would allow additional meeting opportunities in the upper reaches. Widening is included as part of the recommended plan in Study Segment 4.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	One-way traffic in the lower bay when a large container vessel (> 1100' LOA) is transiting: There have not been any container vessels greater than 1100' LOA that have transited the Houston Ship; however, all of the container lines have indicated that these size vessels will service Houston in the near future. During the transit of these vessels between B-18 and Bayport or Barbour's Cut, they cannot meet other vessels of any size due to the narrowness of the channel. There are currently 2100 container vessel transits on the Houston Ship Channel each year which transport over 2 million TEUs into the Port of Houston (accounting for nearly 2 million TEUs). If only 10% of container vessel traffic changes to vessels over 1100' LOA, it would result in 210 transits that required no meeting of other vessel traffic (4 times/week for 2-3 hours each day).	Email	Economics	2017-11-13_LSHSC_Signed.pdf	Significant consideration was given to the growth in container vessel size in the study. Traffic modeling of the transit of these large, Post-Panamax containerships showed significant congestion in the main channel and delays throughout the entire system; however, there is significant cost of channel widening in the bay reach. The recommended plan includes channel widening from Bolivar Roads to Redfish Island to help reduce the congestion caused by this issue and others.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Traffic management & delays due to combined-beam rule: Each year, there are over 1000 Aframax and Suezmax vessel transits on the Houston Ship Channel. Each requires traffic management and has the potential of delaying other vessel transits due to the combined beam restrictions (i.e., combined beam for meeting vessels is limited to <272' above B-75/76 to Boggy Bayou, and <310' between B-18 & B-75/76)	Email	Economics	2017-11-13_LSHSC_Signed.pdf	These rules were taken into consideration throughout the study process. Alleviating these restrictions resulted in significant benefits which justify channel widening in the Bay from Bolivar Roads to Redfish Island.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Lack of Aframax/Suezmax capacity above Boggy Bayou: A number of terminal operators with property above Boggy Bayou have expressed interest in accommodating Aframax and Suezmax vessels (i.e., Texas Deepwater Port, Contanda, Magellan Pasadena). Additionally, with suitable setback from the channel, other locations could develop Aframax or Suezmax-capable docks.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The study team was required to select a design vessel for Segment 4 early in the study to complete economic analysis and feasibility-level ship simulations. At that time, the study team did not have evidence of the potential for Suezmax tanker transits past Boggy Bayou. As a result, an Aframax-sized vessel was selected. In response to subsequent interest in docking Suezmax vessels at facilities upstream of Boggy Bayou, the study team included Suezmax tankers in multiple transit and passing scenarios during feasibility-level ship simulation. Feasibility-level ship simulation determined that transit of the Suezmax vessel past Boggy Bayou was feasible. The study team estimated project benefits using tankers up to 130,000 DWT past Boggy Bayou (Study Segment 4). The maximum considered depth (-46.5 MLLW) and channel width (530 feet) was justified using this vessel. Pre-construction engineering design (PED) will determine the final channel design. Houston Pilots will determine what vessels can transit the channel.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Lack of neo-panamax container capacity at all docks in Barbour's Cut: Currently, only Barbour's Cut Dock #1 is permitted to handle neo-Panamax vessels due to the width of Barbour's Cut channel inside the land cut. Barbour's Cut Docks 2-6 are limited to vessels with dimensions less than 1000' x 138'.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The recommended plan attempts to improve the channel dimensions leading into Barbour's Cut to allow for larger containerships (up to 1200' LOA and 158' Beam). Final design will be determined in preconstruction engineering and design (PED) phase.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Lack of Suezmax tanker capacity in Bayport: Export of crude oil continues to increase. For long haul deliveries, Suezmax vessels and VLCCs are preferred. Bayport currently has a dock planned that is capable of servicing Suezmax vessels; however, the channel dimensions are inadequate.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The recommended plan includes improvements to both Bayport and Barbour's Cut which likely allow for the transit of larger containerships and Suezmax tankers. Final design will be determined in preconstruction engineering and design (PED) phase.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Request consideration of Suezmax-sized vessel for segment 4. Operators of new docks (Contanda, Magellan Pasadena, Texas Deepwater) predict the need for Suezmax capability to Greens Bayou.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The study team was required to select a design vessel for Segment 4 early in the study to complete economic analysis and feasibility-level ship simulations. At that time, the study team did not have evidence of the potential for Suezmax tanker transits past Boggy Bayou. As a result, an Aframax-sized vessel was selected. In response to subsequent interest in docking Suezmax vessels at facilities upstream of Boggy Bayou, the study team included Suezmax tankers in multiple transit and passing scenarios during feasibility-level ship simulation. Feasibility-level ship simulation determined that transit of the Suezmax vessel past Boggy Bayou was feasible. The study team estimated project benefits using tankers up to 130,000 DWT past Boggy Bayou (Study Segment 4). The maximum considered depth (-46.5 MLLW) and channel width (530 feet) was justified using this vessel. Pre-construction engineering design (PED) will determine the final channel design. Houston Pilots will determine what vessels can transit the channel.

James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Though the most common vessel on the Houston Ship Channel is currently 600'x106', request the target vessel for any wet mooring facilities be at least 750'x106' since the average size is expected to increase. If possible, the wet moorings should allow for cargo care operations, stores, bunkering from barges, and crew changes.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The study team evaluated mooring facility construction. As detailed in the report, there is potential benefit of mooring facility construction. The study team determined that the mooring facility creating the most net benefit would be located adjacent to the Channel in Segment 1 (near San Jacinto Monument). At the request of the Port, the mooring facility was removed from consideration and is not part of the recommended plan.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	There are bulk liquid docks located in both Segments 5 and 6. Request consideration for increasing the size of the design tank vessel in segment 5 to 750'x106' and adding a design tank vessel of dimensions 750'x106' for Segment 6.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	Segment 5 and Segment 6 design vessel is based off the dimensions of a Panamax Bulk Carrier (750' LOA x 106' beam). The study found very limited opportunity for widening the channel footprint in Segments 5 and 6. As a result, the study did not include widening Segment 5 or Segment 6 as part of the recommended plan. The study team determined that the maximum depth considered (-41.5) and Brady Island Turning Basin expansion (900-foot diameter) was justified. Pre-construction engineering design (PED) will determine final channel design. Houston Pilots will determine what vessel sizes can transit these segments.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	The majority of the existing fleet of Aframax tankers includes vessels with beams between 138' and 145'. Request the design Aframax vessel for segment 4 have a beam of 145'.	Email	Economics	2017-11-13_LSHSC_Signed.pdf	The study team was required to select a design vessel for Segment 4 early in the study to complete economic analysis and feasibility-level ship simulations. At that time, the study team did not have evidence of the potential for Suezmax tanker transits past Boggy Bayou. As a result, an Aframax-sized vessel was selected. In response to subsequent interest in docking Suezmax vessels at facilities upstream of Boggy Bayou, the study team included Suezmax tankers in multiple transit and passing scenarios during feasibility-level ship simulation. Feasibility-level ship simulation determined that transit of the Suezmax vessel past Boggy Bayou was feasible. The study team estimated project benefits using tankers up to 130,000 DWT past Boggy Bayou (Study Segment 4). The maximum considered depth (-46.5 MLLW) and channel width (530 feet) was justified using this vessel. Pre-construction engineering design (PED) will determine the final channel design. Houston Pilots will determine what vessels can transit the channel.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	According to the DIFR-EIS, the current ship channel will be unable to accommodate forecasted commodity and fleet growth without significant and system-wide inefficiencies. See DIFR-EIS at ES-1. The project is explicitly being undertaken to increase efficiency in the channel in order to be able to handle this forecasted growth. Yet the DIFR-EIS does not analyze whether and how much of this forecasted growth would even be possible without the deepening and widening of the channel.	Public Comments Mailed	Economics	2017-11-13_LoneStarLegalAid_Comments.pdf	The study performed in-depth analysis of future transportation costs associated with channel congestion and suboptimal vessel loading in the absence of a project. The study found over 130 million dollars average annual equivalent costs (AAEQ) that would be alleviated under the recommended plan. In the long-term, the current channel configuration could lead to capacity constraints. However, the study must also consider landside constraints and other factors which limit total channel capacity. The study assumes the same trade volume with or without a project. Transportation cost modeling revealed significant delays associated with commodity and fleet growth transiting through the current channel footprint. Channel deepening and widening recommended as part of this project allow for more efficient vessel movements and more optimal vessel loading.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	1. Daylight restrictions: a. Certain tank vessel transits are currently daylight restricted due to max beam requirements, combined max beam requirements or draft requirements. When combined with seasonal fog closures on the HSC, daylight restrictions can cause production slowdowns and supply chain disruptions. i. The study addresses moving the daylight restriction starting point from the Galveston entrance to Morgan's Point. Measure CW1 SJM BB addresses widening of the channel from 400' to 530' from San Jacinto Monument to Boggy Bayou however it is unclear if this single engineering measure was intended to mitigate the loaded Aframax daylight only restriction to Boggy Bayou. We request any channel improvements allow unrestricted transits of Aframax vessels from the Galveston Entrance to Boggy Bayou.	Email	Economics/Engineering	2017-11-13_Shell.pdf	The study attempts to alleviate daylight restrictions for all vessels through channel widening in Galveston Bay. Channel widening from San Jacinto Monument to Boggy Bayou was not intended to alleviate daylight restrictions. The measure evaluated the benefits of improved meeting opportunities for vessels in this segment of the channel. Economic analysis showed that the costs of this measure outweighed the benefits and it was removed from the recommended plan. All daylight restriction rules are made by the Houston Pilots, the study did not find feasible alternatives which would allow for unrestricted transit of vessels to Boggy Bayou.
Scott A. Jones	Director of Advocacy - The Galveston Bay Foundation	13-Nov	Specifically, we request that the dollar value of wetlands' per-acre ecosystem services as related to recreational fishing, commercial fishing and bird watching ¹ be included in the project benefit-cost analyses. Areas along the shoreline of the Galveston Bay Estuary that used to contain wetlands prior to their loss due to subsidence, erosion and/or filling are prime sites for beneficial use of the material. While these sites are usually further distances from the origin site than PAs, we believe the value they provide to recreational fishing, commercial fishing and ecotourism and the myriad businesses and jobs generated will justify the additional cost of placing the material at such BU sites. GBF believes that the same effort should apply to the beneficial use of maintenance dredging materials.		Economics/Environmental	2017-11-13_GBF.pdf	The study will continue to evaluate alternatives for dredged material placement. At this time, it is not the policy of the USACE to include dollar values of beneficial use as part of the benefit-cost summary for justification of navigation features per Engineer Regulation 1105-2-100. The project includes multiple beneficial use sites. The material placement plan has been coordinated with the resource agencies and determined to balance economics with environmental considerations.
John M. Gross	Commander, Galveston Bay Sail and Power Squadron	11-Sep	Concerning MM2_BSCRORO_1800 Mooring Facility: To what station of the BSC will the existing MarSec zone be extended to the east?	Email	Engineering	2017-09-11_John_Gross.pdf	Measure MM2_BSCRORO_1800 Mooring Facility was screened out during further analysis.
John M. Gross	Commander, Galveston Bay Sail and Power Squadron	11-Sep	Concerning MM2_BSCRORO_1800 Mooring Facility: Will the existing MarSec zone be extended to the north to include the entire outline of the proposed mooring area, proposed turning basin, and the existing BSC channel?	Email	Engineering	2017-09-11_John_Gross.pdf	Measure MM2_BSCRORO_1800 Mooring Facility was screened out during further analysis.
John M. Gross	Commander, Galveston Bay Sail and Power Squadron	11-Sep	Concerning SA2_BSCFlare: At what station of the BSC will the western end of the dike be placed?	Email	Engineering	2017-09-11_John_Gross.pdf	Measure SA2_BSC Flare is a concept. Its dimensions are not yet known and will be studied further with Hydrodynamic and Sediment Transport Modeling during the Preconstruction Engineering and Design (PED) Phase
John M. Gross	Commander, Galveston Bay Sail and Power Squadron	11-Sep	Concerning SA2_BSCFlare: How far north of the red side ATONs in the BSC will the southern toe of the east/west section of the dike be placed?	Email	Engineering	2017-09-11_John_Gross.pdf	Measure SA2_BSC Flare is a concept. Its dimensions are not yet known and will be studied further with Hydrodynamic and Sediment Transport Modeling during the Preconstruction Engineering and Design (PED) Phase
Kevin Matakis	Lloyd Engineering	25-Oct	We work with many private clients along the HSC. The proposed project does both positively and negatively impact those clients. We collectively would request a workshop to discuss the proposed channel limits and potential adjustments to best accommodate all and still provide widened channel.	Written La Porte Public Meeting	Engineering	2017-10-25_Matakis_GPHS_Comment_Forms.pdf	Comment Noted
Bob Pennacchi	COO, Intercontinental Terminals Company, LLC	8-Nov	The current path in Segment 4 deviates south from the current center line of the channel and encroaches on the ability to maneuver ships safely in and out of our docks. In addition it creates a safety concern for the barge lanes on the south side (see the attached). ITC would like to better understand the plan for ship and barge traffic with the proposed improvements to Segment 4. The proposed channel widening encroaches on multiple facilities, both existing and planned, and would restrict barge lanes on both sides of the proposed channel.	Email	Engineering	2017-11-08_ITC_HSC_ECIP_Comments.pdf	A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. Additionally, feasibility level ship simulations occurred in October and November 2017 to study ship maneuvering in the area. The ship simulation report can be found in Appendix C, Attachment 6 of the FREIS. Additional ship simulations will occur in PED.
Bob Pennacchi	COO, Intercontinental Terminals Company, LLC	8-Nov	ITC has existing infrastructure and new developments planned for our facility in Pasadena within Segment 4 of the project. The widening and deepening will greatly benefit this new project; however, ITC requests a coordination meeting with stakeholders to review the proposed widening path and work through any potential conflicts with our proposed development.	Email	Engineering	2017-11-08_ITC_HSC_ECIP_Comments.pdf	Thank you for your comment. A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. Additionally, feasibility level ship simulations occurred in October and November 2017 to study ship maneuvering in the area. The ship simulation report can be found in Appendix C, Attachment 6 of the FREIS. Additional ship simulations will occur in PED.
Bob Pennacchi	COO, Intercontinental Terminals Company, LLC	8-Nov	The Turning Basin 775+000 currently proposed in Segment 4 will have a significant impact on our existing facility and proposed development.	Email	Engineering	2017-11-08_ITC_HSC_ECIP_Comments.pdf	Comment Noted. No changes are planned other than deepening at the Hunting Turning Basin at Station 775+00.
Stephanie Cardenas	Private Citizen	19-Oct	Also, I'm concerned with the two-way ship movement and safety in certain areas. We have been out there before. Alarms sounded when a ship -- two ships collided. The ship channel was shut down. I am wondering if this will increase safety or decrease safety with the widening and allowing of more ships to pass.	Verbal La Porte Public Meeting	Engineering	Verbal	Feasibility level ship simulations occurred in October and November 2017 to study ship maneuvering in the area. The ship simulation report can be found in Appendix C, Attachment 6 of the FREIS. Additional ship simulations will occur in PED.

Richard Wright	Engineering Manager, Magellan	25-Oct	Very much in support of the intent of the project. Wants to work out specific engineering with how it will interface with their facilities. Would like an opportunity to work out the engineering details.	Verbal Galena Park Public Meeting	Engineering	Verbal	A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable.
Michael Long	Project Director - Contanda LLC	10-Nov	a. Contanda has a major new development planned for Segment 4 of the proposed widening project. Although the widening and deepening will benefit some, our project conflicts with the currently proposed widening plans. As a result, Contanda requests a coordination meeting with stakeholders to review the proposed widening path. In an effort to work through any potential conflicts.	Email	Engineering	2017-11-10_Contanda.pdf	A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. Additionally, feasibility level ship simulations occurred in October and November 2017 to study ship maneuvering in the area. The ship simulation report can be found in Appendix C, Attachment 6 of the FREIS. Additional ship simulations will occur in PED.
Michael Long	Project Director - Contanda LLC	10-Nov	C. The Turning Basin at 775+000 currently proposed in Segment 4 will have a significant impact on our proposed development, preventing the construction of multiple dock facilities and in its current format is in major conflict with our developments and plans. Contanda request a coordination meeting with USACE to review the proposed turning basin to try and work through these potential conflicts.	Email	Engineering	2017-11-10_Contanda.pdf	Comment Noted. No changes are planned other than deepening at the Hunting Turning Basin at Station 775+00.
Michael Long	Project Director - Contanda LLC	10-Nov	e. Deepening of the channel in segment 5 and 6 will require an engineering review of existing dock facilities used by Contanda to determine if additional modifications must be made to ensure safe operations under load conditions and deeper draft. Significant modifications may be required.	Email	Engineering	2017-11-10_Contanda.pdf	Comment Noted.
Richard Wright	Magellan		I'm an engineering project manager. Just briefly, we're very much in support of what this -- the intent of this project. I think our comment specifically is looking for forward to an opportunity to work out specific engineering details with how this expansion would interface with our facilities.	Verbal Galena Park Public Meeting	Engineering	Verbal	Comment Noted.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	7. Other concerns: i. It is unclear how the improved/widened channel would affect existing and planned dock construction project with respect to set back requirements.	Email	Engineering	2017-11-13_Shell.pdf	Existing set back requirements are not changed.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	7. Other concerns: ii. A large volume of liquid bulk transfers are conducted by lightering from Ship to barge and from barge to ship at various locations along the upper HSC. It is unclear from this study how the widened sections of the channel will affect the ability for vessels to continue these operations.	Email	Engineering	2017-11-13_Shell.pdf	Channel operations are governed by the Houston Pilots channel rules.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Adverse hydrodynamic forces in barge lanes: A number of tow vessel operators transiting the Houston Ship Channel have experienced adverse hydrodynamic forces and less than optimal under keel clearances when large vessels are transiting near the more shallow areas of the barge lanes. In light of the growing dimensions of deep draft vessels navigating the Houston Ship Channel; particularly larger container vessels transiting to and from Bayport and Barbours Cut, operators expect these occurrences to become more frequent.	Email	Engineering	2017-11-13_LSHSC_Signed.pdf	Comment noted. Barge lanes would be replaced to the specifications of P.L. 106-377. Further modification to the barge lanes would require a separate study and authorization.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Magellan has expressed interest in upgrading Magellan Galena Park Ship Dock 2 (parallel to channel) to moor an Aframax-sized vessel. This dock is located adjacent to Hunting Bayou (above Greens Bayou, but below Sims Bayou). Preliminary engineering and conceptual drawings are being developed for this project. Request consideration for widening from Greens Bayou to Hunting Bayou to accommodate a design tank vessel of dimensions 850'x145'.	Email	Engineering	2017-11-13_LSHSC_Signed.pdf	A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. The Hunting Turning basin dimensions will remain unchanged other than deepening.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	A number of terminal operators have expressed concerns regarding how an improved/widened channel would interact with existing and planned dock facilities (e.g., setback, outermost mooring structures, ability to conduct bunkering or lightering.). In particular: • The proposed turning basin at station 775+00 has the potential to interfere with future developments in segment 4. • The proposed turning basin at station ~915+00 appears to conflict with use of Galena Park Ship Dock 3 and Ship Dock 1. This looks significant enough to render these facilities unusable. This turning basin needs to be relocated further south and west to retain use of both docks. To best deconflict planned channel modifications and docks, request additional stakeholder meeting/engagement following the comment period as the draft final report is developed.	Email	Engineering	2017-11-13_LSHSC_Signed.pdf	A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. The Hunting Turning basin dimensions will remain unchanged other than deepening.
Danny Collier	Vice President, Valero Marketing and Supply Company	13-Nov	Valero Marketing and Supply Company is a customer of MVP Terminalling, LLC at its Pasadena, Texas terminal. Valero Marketing and Supply Company has been made aware of the Draft Integrated Feasibility Report and Environmental Impact Statement along with the Tentatively Selected Plan ("TSP") prepared by the U.S. Army Corps of Engineers-Galveston District and the Port of Houston Authority and would like to respectfully submit its concerns about the project. If the project proceeds as currently proposed, it would impact MVP's ability to construct and operate its proposed ship docks at the terminal as currently planned. This could have a significant impact on Valero Marketing and Supply Company's ability to do business at the terminal and could ultimately have negative impacts and result in decreased commerce on the Houston Ship Channel, which Valero Marketing and Supply Company believes should be considered as part of the review of the TSP.	Public Comments Mailed	Engineering	2017-11-13_Valero.pdf	Comment Noted.
Rich Lashway	Senior Vice President, MVP Terminalling, LLC	10-Nov	MVP Terminalling, LLC, which is jointly owned by Magellan OLP, L.P. and Valero Terminalling and Distribution Company ("MVP"), supports the overall Houston Ship Channel Expansion Channel Improvement Project ("Project") and commends the U.S. Army Corps of Engineers Galveston District ("USACE") and the Port of Houston Authority ("PHA") for their significant efforts in the development of the Draft Integrated Feasibility Report and Environmental Impact Statement ("DIFR-EIS") along with the Tentatively Selected Plan ("TSP"). We appreciate the opportunity to provide comments for the DIFR-EIS.	Public Comments Mailed	Engineering	2017-11-10 MVP Terminalling.pdf	A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable.
Rich Lashway	Senior Vice President, MVP Terminalling, LLC	10-Nov	MVP respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. MVP would be glad to provide support to such an effort.	Public Comments Mailed	Engineering	2017-11-10 MVP Terminalling.pdf	Comment noted.
Jeff Selvidge	Magellan Terminals Holdings, L.P.	13-Nov	Magellan respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. Magellan would be glad to provide support to such an effort.	Public Comments Mailed	Engineering	2017-11-13_Magellan_Terminal_Comments.pdf	Comment noted.
Jeff Selvidge	Magellan Operating Company, LLC	13-Nov	There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, Magellan is the construction manager and operator of the new MVP Terminalling, LLC ("MVP") Pasadena Terminal, and is authorized to construct but has not yet constructed four ship dock platforms on behalf of MVP under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP, significant work on the part of Magellan and will create jobs. In addition, these new ship docks will enable MVP to better serve its customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.	Public Comments Mailed	Engineering	2017-11-13_Magellan Op Co Comments.pdf	Comment noted. A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. The Hunting Turning basin dimensions will remain unchanged other than deepening.
Jeff Selvidge	Magellan Operating Company, LLC	13-Nov	Magellan respectfully suggests that a sub-committee be established with appropriate experts and representatives from USACE, PHA, and other affected parties to study alternatives that take into consideration the recent changes to the HSC. Magellan would be glad to provide support to such an effort.	Public Comments Mailed	Engineering	2017-11-13_Magellan Op Co Comments.pdf	Comment noted.

Jim Stark	Gulf Intracoastal Canal Association	13-Nov	• Deepening and widening of barge lanes: A number of tow vessel operators transiting the Houston Ship Channel have experienced adverse hydrodynamic forces and less than optimal under keel clearances when large vessels are transited near the shallower parts of the barge lanes. With the increasing of vessel sizes, especially larger container vessels transiting to and from Bayport and Barbour's Cut, operators expect these occurrences to become more frequent. Based on tow boat operator experience, GICA recommends deepening the barge lanes to a minimum of 15' MLLW and widening the barge lanes by an additional 25' would improve navigation safety. Deepening would serve to mitigate under keel clearance issues experienced by tow boats when a large ship passes and draws the water out of the barge lane. Widening the barge lanes would give the tow boat operator additional maneuvering space should they need it to mitigate excessive and adverse hydrodynamic forces.	Public Comments Mailed	Engineering	2017-11-13 GICA Comments.pdf	Comment noted. Barge lanes would be replaced to the specifications of P.L. 106-377. Further modification to the barge lanes would require a separate study and authorization.
Charles Flournoy	Greater Houston Port Bureau	9-Nov	Thirdly, the Board of Directors strongly encourages that existing barge lanes remain intact, and furthermore, the barge lanes will benefit from deepening to accommodate the hydrodynamic effects of increasingly larger deep draft vessels in the main channel passing or meeting brownwater vessels in the barge lane.	Public Comments Mailed	Engineering	2017-11-09 GHPB.pdf	Comment noted. Barge lanes would be replaced to the specifications of P.L. 106-377. Further modification to the barge lanes would require a separate study and authorization.
Rich Lashway	Senior Vice Presidnt, MVP Terminalling, LLC	10-Nov	There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, MVP is the owner of the MVP Pasadena Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basin, and is authorized to construct but has not yet constructed four ship dock platforms under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on Figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP and will create jobs. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.	Public Comments Mailed	Engineering/Real Estate	2017-11-10 MVP Terminalling.pdf	Comment noted. A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. The Hunting Turning basin dimensions will remain unchanged other than deepening.
Jeff Selvidge	Magellan Terminals Holdings, L.P.	13-Nov	There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, Magellan is the owner and operator of the Magellan Galena Park Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basins, and Figure 4-17 of the Engineering Appendix does not depict two of Magellan's permitted ship docks. Magellan's Ship Dock 3 was constructed under a Letter of Permission ("LOP") to USACE permit SWG-1997-00788 and has been completed. An existing dock to the east will be demolished and a new dock will be constructed in its place under the same permit within the next year. The second turning basin proposed for Segment 4 TB4 Hunting, Station 915+00 ("TB4 Hunting") on Figure 4-17 of the Engineering Appendix shows only one Magellan dock. As proposed, TB4 Hunting will conflict with the two permitted ship docks and if the Project were to proceed as currently proposed, Magellan would lose operability of two of the three ship docks at the Galena Park facility. Both of the new ship docks enable Magellan to handle larger and an increased volume of ships. Further, the two new ship docks have required and will continue to require significant investment on the part of Magellan. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Removing these docks from service will have significant negative economic impacts which should be considered as part of the review of the TSP.	Public Comments Mailed	Engineering/Real Estate	2017-11-13 Magellan Terminal Comments.pdf	Comment noted. A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. The Hunting Turning basin dimensions will remain unchanged other than deepening.
Jeff Selvidge	MVP Terminalling, LLC	13-Nov	There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, MVP is the owner of the MVP Pasadena Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basin, and is authorized to construct but has not yet constructed four ship dock platforms under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP and will create jobs. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.	Public Comments Mailed	Engineering/Real Estate	2017-11-13 MVP Terminalling Comments.pdf	Comment noted. A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. The Hunting Turning basin dimensions will remain unchanged other than deepening.
Jeff Selvidge	MVP Terminalling, LLC	13-Nov	There are some engineering implications that we would respectfully point out for consideration. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, and Galveston Counties, Texas Engineering Appendix dated August 2017 ("Engineering Appendix"), a number of projects have been permitted, and constructed or are under construction since the Project was mapped out. For example, MVP is the owner of the MVP Pasadena Terminal, as well as the fee owner of a portion of the area that would be impacted by the new proposed turning basin, and is authorized to construct but has not yet constructed four ship dock platforms under USACE permit SWG-2016-00635. These ship dock platforms are not depicted on figure a 4-16 of the Engineering Appendix. As proposed, TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, it would interfere with MVP's proposed structures and mooring arrangement at these two permitted ship docks. Further, these two new ship docks will require significant investment on the part of MVP and will create jobs. In addition, these new ship docks will enable us to better serve our customer base and will result in increased commerce on the Houston Ship Channel ("HSC"). Any required modifications necessitated by the currently proposed Project will have significant negative economic impacts which should be considered as part of the review of the TSP.	Public Comments Mailed	Engineering/Real Estate	2017-11-13 MVP Terminalling Comments.pdf	Comment noted. A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable. The Hunting Turning basin dimensions will remain unchanged other than deepening.
Julieta Paita	North Channel Star	11-Sep	Our newspaper is the official legal paper for Jacinto City, and widely read in Galena Park. Please consider notifying the public of your Sept. 21 meeting with a legal notice in our newspaper.	Email	Environmental	2017-09-11 Paita_N_Channel_Star.pdf	Comment Noted.

Doug Chappell	Texas Mariners Cruising Association	19-Oct	I fully agree with the need and terminal outcomes of this effort. I support industry, shipping, port operations, and the environmental protections aspects. Please consider the impact to recreational boating in the overall plan, implementation, and outcome. It would be very much appreciated if the USACE might consider using dredge spoils to create a useable anchorage, conveniently located, whereas recreational boaters could also benefit from this effort. Your considerations in this matter are greatly appreciated by thousands of recreational boaters in the Galveston Bay and surrounding waters.	Written La Porte Public Meeting	Environmental	2017-10-19 Chappell LPJH Comment Forms.pdf	Comment Noted.
Phil Kropf	TMCA Past Commodore Rec Boater Rep to the USCG Area Maritime Security Committee (AMSC) Rec Boater Rep to the USCG Port Coordination Team (PCT) Rec Boater Rep to the Lone Star Harbor Safety Committee (LSHSC) Rec Boater Rep to the Central Texas Coastal Area Committee (CTCAC)	19-Oct	And the two things we're concerned about of the widening in the channel -how it's done and what it impacts is of interest to boaters. Namely the two islands that are out there, we wanted to make sure that nothing happens to Redfish Island. We fought very hard for it 15 years ago, the two boater cuts, and also the midway placement area.	Verbal La Porte Public Meeting	Environmental	Verbal	Comment Noted.
Phil Kropf	TMCA Past Commodore Rec Boater Rep to the USCG Area Maritime Security Committee (AMSC) Rec Boater Rep to the USCG Port Coordination Team (PCT) Rec Boater Rep to the Lone Star Harbor Safety Committee (LSHSC) Rec Boater Rep to the Central Texas Coastal Area Committee (CTCAC)	19-Oct	Less of importance to boaters, the other feature that I've been studying, and I spent a whole day studying the documentation on this project recently, is the so-called attenuation feature which would be up at the intersection of the Bayport Channel and the Houston Ship Channel to reduce the amount of silt that ends up in the Bayport flare. I totally understand that. So as I understand what that feature would be, and I know it's totally conceptual, but sort of follow it around the curves in the two channels, (indicates) what we would like to see hopefully would be to get again something out of it, namely a recreational boater anchorage to be conservative and serve both purposes, has to be studied, but that's what we're going to be longing for. If such a feature is going to be there, that would be our preference.	Verbal La Porte Public Meeting	Environmental	Verbal	Comment Noted.
Stephanie Cardenas	Private Citizen	19-Oct	one of my concerns is the toxicity of this. I am wondering about the mercury levels and that type of thing that would pose an environmental impact to the wildlife of Galveston Bay.	Verbal La Porte Public Meeting	Environmental	Verbal	Sediment testing will be done prior to dredging to measure levels of contaminants in the sediment to ensure they are safe for placement
Stephanie Cardenas	Private Citizen	19-Oct	I'm also concerned with the environmental issues for coastline real estate and businesses, and not only the coastline real estate and businesses, but La Porte is very bowl-shaped, and so on the outskirts of La Porte, we have got a little bit higher than what they have in the inside, for storms, future issues like that. I wonder what the environmental impacts are to not only people that live along the coastline but to also people who live very centrally in the center of La Porte and surrounding areas that this would affect.	Verbal La Porte Public Meeting	Environmental	Verbal	Comment Noted. Within the area of La Porte, the project is offshore and would have minimal if any affect to the center of La Porte.
Mike Manering	Private Citizen	9-Nov	1. Parts of the Project including but not limited to the dredge plan details and the shoaling attenuation details are listed as TBD and have not had a public review and comment opportunity. A follow-up public review and comment period is needed for these TBD details and any other Project details that change from what was presented for the initial review/comment period.	Email	Environmental	2017-11-09 Manering.pdf	Comment Noted. Additional details have been added to the FIFR-EIS.
Mike Manering	Private Citizen	9-Nov	2. Dredge Material Placement is a critical aspect of the Project to residential, recreational, environmental and wildlife concerns and must be detailed, published and made available for public comment in order for an adequate evaluation of the Project by the government and private sectors to be done.	Email	Environmental	2017-11-09 Manering.pdf	The DMMP will be made available for public review in the Final Report
Mike Manering	Private Citizen	9-Nov	3. The Bayport Channel Shoaling Attenuation Structure is a critical aspect of the Project to residential, recreational, environmental and wildlife concerns and must be detailed, published and made available for public comment in order for an adequate evaluation of the Project by the government and private sectors to be done.	Email	Environmental	2017-11-09 Manering.pdf	Comment Noted. Additional details concerning the shoaling attenuation structure have been added to the FIFR-EIS.
Mike Manering	Private Citizen	9-Nov	4. Noise from all Project construction work for Bayport Channel widening, deepening, expansion and improvement must be fully mitigated due to the proximity (as close as 50 feet to about 2 miles) of all the Bayport Channel Project work sites to densely populated residential neighborhoods in La Porte, Shoreacres, Pasadena & Seabrook. This includes all work out in the open Bay reach of the Bayport Channel as well as at the mouth of the Bayport channel and inside the entire length of the Bayport Channel land cut. In addition to keeping daytime Project work noise to a minimum, night time and specifically sleep time quiet hours must be put in place, monitored and enforced. Specific sources for Project noise mitigation should include but not be limited to the noise from dredges, crew boats, work boats, tows/tugs, work barges, diesel engines, gas engines, generators, heavy equipment on vessels and on land, etc.	Email	Environmental	2017-11-09 Manering.pdf	Noise levels from construction of the project are not expected to be any greater than normal shipping activities within the channel.
Jack Yoes	Houston Yacht Club	10-Nov	The Houston Yacht Club knows that continued development is needed to stay competitive and feed the Houston economy. It must be done while maintaining the recreational uses of the bay.	Written La Porte Public Meeting	Environmental	2017-11-10 HYC.pdf	Comment Noted
Jack Yoes	Houston Yacht Club	10-Nov	General Comments As projects are built off of Red Bluff or along the Bayport channel, the ability of recreational boaters to transit the area freely is restricted. It is in no one's interest to force more recreational traffic into the HSC. Many craft less than 30 ft length pass between Red Bluff Point and HSC each day. Many of these craft do not have engines and need to tack their way up/down the bay. These are Houston Yacht Club members, visitors to HYC and other folks who use Upper Galveston Bay for recreational outings. The combination of the shoaling attenuation structure and the turning basin may already be so restrictive to sailing craft that they will be forced into the HSC or, even worse, discontinue using North Galveston Bay for recreational purposes. The dredging of hte last few years and the increased ship traffic in the Bayport channel has increased the silting in the Houston Yacht Club harbor. The planned projects should help provide some relief for HYC from the costs of keeping our harbor open.	Written La Porte Public Meeting	Environmental	2017-11-10 HYC.pdf	Comment Noted. The sediment attenuation feature design has not been finalized, however the draft design leaves over mile between the shoreline and western end of the attenuation feature. This should be adequate for recreational sailing to bypass the feature.
Jack Yoes	Houston Yacht Club	10-Nov	Shoaling Attenuation Structure A structure along the flare on the north side could be useful recreational boaters. The structure would need to be above the normal water level and well marked. If this is done would help reduce dredging and form a much needed anchorage for boaters in North Galveston Bay. Long extensions along the west side of the HSC of north side of the Bayport channel could become serious impediments to recreational traffic and are opposed by the Houston Yacht Club. A structure along the south side of the flare would have little/no positive impact for recreational boaters. The negative impact is mentioned above.	Written La Porte Public Meeting	Environmental	2017-11-10 HYC.pdf	Comment Noted
Jack Yoes	Houston Yacht Club	10-Nov	Turning Basin at Bayport If this is an expansion of the existing basin at the cruise terminal, there is no direct impact on recreational boaters. There are some general concerns that were mentioned above. However, if this basin were placed on the north side of Bayport it would have a direct and negative impact on the Houston Yacht Club and its members. Any POH expansion that reduces the area available in North Galveston Bay will be strongly opposed. This includes a turning basin north of Bayport as well as any dredge placement west of the HSC and north of Bayport channel or dredge pipe routing that is not along the edge of existing channels.	Written La Porte Public Meeting	Environmental	2017-11-10 HYC.pdf	Comment Noted
Scott A. Jones	Director of Advocacy - The Galveston Bay Foundation	13-Nov	GBF does not believe that Ocean Dredged Material Disposal Site No. 1 (ODMDS No. 1) should be utilized for placement of dredged materials when there appears to be time and opportunity to develop beneficial use sites under the scope of this large dredging project. The use of ODMDS No. 1 should only be as a last resort, after all other options have been exhausted. Given that maintenance dredging cycles will be repeated indefinitely into the future, we cannot be assured that the impacts to water quality and by extension to nektonic, planktonic and benthonic living species occurring in ODMDS No. 1 or to the recreational use of same will not be significant.		Environmental	2017-11-13 GBF.pdf	The project includes multiple beneficial use sites, but also must take into consideration economics when designing the DMMP. The material placement plan has been coordinated with the resource agencies and determined to balance economics with environmental considerations.

Scott A. Jones	Director of Advocacy - The Galveston Bay Foundation	13-Nov	2. Engineering Modeling Parameters: As is written on page 6-19, we agree that a thorough set of salinity/current measurements in the Bay would be a very helpful addition to modeling Galveston Bay. However, given the current precarious state in which we find the Galveston Bay oysters, GBF believes that the U.S. Army Corps of Engineers should spare no effort and expense better assessing project impacts on oysters and better assuring their mitigation by also including sediment transport and shoaling (bathymetric) measurements in the modeling.	Environmental	2017-11-13 GBF.pdf	USACE Civil Works projects must use models that are certified for use through a rigid scientific process. The certified oyster model does not include sediment transport or shoaling as variables, therefore they cannot be included in our decision process for mitigation acreage determination.	
Scott A. Jones	Director of Advocacy - The Galveston Bay Foundation	13-Nov	3. Patrick Bayou Superfund Site: On page 7-5, the Corps indicates that "Further evaluation is needed in order to assess the risk to the proposed project posed by the Patrick Bayou site." Can you clarify the steps that you would take to eliminate the risk of releasing the contaminants of concern from this site?	Environmental	2017-11-13 GBF.pdf	Widening has been avoided from this area of the project	
Scott A. Jones	Director of Advocacy - The Galveston Bay Foundation	13-Nov	4. Seafood Consumption Advisories: On page 7-4, it is written that the "The entire HSC and upper Galveston Bay is within a consumption advisory area for blue crabs, and the entire Galveston Bay is within a consumption advisory area for all catfish species as well as spotted seatrout." However, the advisory on the area of Galveston Bay south of a line from Red Bluff Point to Five Mile Cut Marker to Houston Point is only on catfish species. Points north of that line to the Fred Hartman Bridge also include spotted seatrout and blue crab in addition to catfish species. Waters from the Fred Hartman Bridge have advisories on all species of fish and blue crab.	Environmental	2017-11-13 GBF.pdf	Comment noted	
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	Air Quality and NAA Conformity Given that the Greater Houston area is in nonattainment for ozone, the Army Corps of Engineers must take into account the impact that this project will have on the state's plans to meet air quality standards. It is important to keep in mind that these rules are in place to protect human health. Ozone, which is produced by a photochemical reaction of NOx and volatile organic compounds, affects human health by increasing rates of respiratory ailments like asthma. Children and the elderly are the most vulnerable, and because air pollution travels, its impact is not isolated to the area closest to the ship channel. Ozone can and does impact people across the Greater Houston Region. In Section 6.8, it is written that anticipated emissions would be above de minimis. We are looking forward to reviewing the Draft General Conformity Determination. We hope that you will provide a similar opportunity for public comment on that document and, if applicable, hold public meetings as well. We also suggest that the Army Corps of Engineers use low- or zero-emissions technologies whenever possible during this project to help reduce emissions of ozone-forming compounds like NOx. We recommend that the Corps give priority to technologies that reduce ozone either through direct purchase of such equipment as needed for the project, or through the prioritization of contractors that use zero emission technology, such as electric earth moving equipment, in their work. In that way, the Army Corps can reduce NOx emissions during the completion of the expansion project.	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	A complete GCD will be included in the Final Report
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	Environmental Justice The Environmental Impact Statement states that the 22-tract average of the census tracts containing the TSP was 73.3% minority with an average median income of \$48,639, and the land closest to the TSP has an average of 26.7% minority with an average median household income of \$62,005. We are concerned with the lack of clarity about which census tracts were selected. There are more than 22 census tracts that line Galveston Bay and the Houston Ship Channel from Pelican Island to the 610 area. While the bulk of the work will be in Galveston Bay proper, and dredging there will have little impact on the communities nearby, the widening of the Houston Ship Channel may have more of an impact on the nearby communities. These communities tend to be low-income communities of color, and because some of the communities are Hispanic, every attempt should be made to produce outreach and educational materials in English and Spanish as many residents do not speak English well or at all. The Army Corps of Engineers should do more work to determine the environmental justice impact on those portions of the TSP.	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Comment Noted.
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	Patrick Bayou Widening near the Patrick Bayou has the potential to disturb an existing Environmental Protection Agency National Priorities List (EPA NPL) site that is contaminated with PAHs, PCBs, and metals. While the area around the proposed widening is largely industrial, that disruption has the potential to have severe ecosystem impacts and downstream effects, and could impact Galveston Bay. We appreciate that the Army Corps of Engineers states that "the NFS must ensure that the land is clean and free of contaminants."	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	Before supporting this portion of the HSCIP, we argue that more information is needed to ensure accountability. Questions that we would like answered before the project moves forward are:	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	1. What are the specific contaminants of concern for the site?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	2. How will the Army Corps of Engineers confirm that the land is indeed free of contaminants?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	3. How certain is Army Corps of Engineers that widening plans will not impact source areas?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	4. Has there been historical sampling, and if so, what are the results and are they publicly available?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	5. What studies, if any, have been done in regards to this site? Have there been any relevant studies concerning Patrick Bayou based on its status as an NPL site? Does the Army Corps or others have a sense of what will happen when these contaminants are released?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	6. Will there be sampling performed while the potentially contaminated material is being moved? Will sampling be done after the material is moved at both the original site and the dredge material placement area to ensure that no further contamination occurs? Will that information be made available to the public? According to the EPA website, the Patrick Bayou site was finalized onto the NPL in 2002. Yet also according to the EPA site, the Remedial Investigation and Feasibility Study has not yet been released. This site is not likely to be remediated in advance of the Houston Ship Channel Expansion Project, complicating this project if it were to move forward.	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	Widening has been avoided from this area of the project
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	1. How will the Corps ensure that contamination in the sediment of the Houston Ship Channel is not disturbed during dredging?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	See Section 3.1.5.2 of Appendix G
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	2. What water or sediment sampling will be performed on dredged material? What contaminants will be tested for?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	See Section 3.1.5.2 of Appendix G
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	3. Where will dredge material be deposited? Will DMPA's include water proof liners?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	See Appendix R - DMMP
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	4. How will the Corps ensure that dredge material does not migrate? How will the Corps ensure that contamination does not leach out of dredge material?	Email	Environmental	2017-11-13 Public Citizen ACE.pdf	See Section 3.1.5.2 of Appendix G
Adrian Vuyk	Recreational Boater	13-Nov	I'm a frequent user of the Red Fish island anchorage with my little 30 ft. trawler and would like to see more suitable small boat anchorages in the Galveston Bay Even Red Fish Island is very restricted to ENE - E- SE wind and only small draft boats. Anything over 4 Ft have to stay in the current and wave action going by the island. The HYC anchorage is basically only usable in S-SW-W again small boats with a draft of less than 4 ft. In general, we go back to the marina when there is a small boat advisory in effect. There are no safe anchorage with wind and wave protection in Galveston Bay what is a pity. With the economic impact of the small boaters on the community as a whole, I wonder why we can't have 2 or 3 say Crescent shaped island for save anchorage. Even adding some pier type extensions to the present disposal island could create a more usable and anchoring friendly Galveston bay.	Public Comments	Environmental	2017-11-13 Vuyk.pdf	Comment noted

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	CPC wishes to see the DIFR-EIS and FIFR-EIS take a more comprehensive look at the various ways that the Tentatively Selected Plan (TSP) will have a lasting impact on the natural environment in terms of air and water quality, chemical and hazardous waste safety and wetlands preservation. CPC also wishes to underscore the obligations on the USACE under Executive Order 12898 to consider the impacts of the ECIP on low-income and/or minority populations. The Agency must consider how the expansion of the HSC will not only have disproportionate impacts on vulnerable communities while the project is being implemented but also how increased traffic capacity in the area once the ECIP is completed. Further, the Agency must consider how the ECIP will continue to have impacts on nearby communities in a cumulative manner for years to come.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Section 3.4 of Appendix G
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	CPC applauds the Agency's considerations of impacts on low-income and minority populations, in accordance with Executive Order 12898. Nevertheless, CPC has reservations about the methodology employed by the USACE to arrive at the conclusion that, "disproportionately high or adverse effect on low-income or minority population groups" are not to be expected. See DIFREIS at § 6.8.15, 6-30. To trigger Executive Order 12898, the effects of the project must be both adverse, and effect a low-income or minority population more so than it would the general public. Any adverse effects that appreciably put a minority or low-income population at an increased health risk, or appreciably affect their physical or economic wellbeing, will trigger Executive Order 12898.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Section 3.4.1.2 of Appendix G
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	1. Objection to Not Expanding EJ Analysis to the Entire 22-Tract Census Project Area The Agency conveniently cuts out an undisclosed amount of the census tract data that is recognized to be within the project area, and subsequently arrives at the conclusion that there will be no environmental justice (EJ) issues associated with the implementation of the TPS. Specifically, the USACE states that the 22-tract census area that encompasses the project area is 73.3% minority with a medium income of over \$48,000 a year. See DIFR-EIS at § 7.4.2, 7-20. At this point, the Agency should have continued with a more comprehensive EJ analysis given the incredibly high minority population within the area in question. Instead, the USACE's next step was to consider the percent of the minority population in the areas closest to the TSP, without providing any sort of justification as to why focusing in on a smaller population group was necessary, other than to state that "direct effects" from the project would be greatest in these closer areas. While CPC applauds the special attention being given to those areas that lay closest to the project area, CPC reminds the Agency that these are not the only areas that are to be impacted in the long-term by the increased activity expected within the HSC as a direct result of the TSP. Nothing in Executive Order 12898 bars the Agency from considering indirect effects of the implementation of the TSP that are to be felt by the project area as a whole. The original 22-tract area that encompasses the project will feel these long-term, indirect impacts, in the form of decreased air quality due to greater traffic in the ship channel. Therefore, the project area as a whole (having a minority population of roughly 73%) deserves greater consideration in the identification of disproportionate high adverse health and environmental impacts borne by the area's residents as a direct result of the implementation of the TSP.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Sections 1.6, 3.4 and 4.2.3 of Appendix G
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	2. Objection to Inadequacy of EJ Analysis on Individual Census Tract Level Yet even the USACE's analysis of those areas close to the TSP is fraught with irregularities that merit greater consideration and study. For instance, the Agency does not designate which areas are considered to be "closer to the TSP" for the purposes of the EIS. See DIFR-EIS at § 7.4.2, 7-20. The USACE also relies on the fact that the census tract data for the area closest to the TSP is 26.7% minority. These two missteps must be remedied. CPC would prefer that the Agency list out those census tracts that the USACE considers to be "closer" to the TSP, that the Agency consider the demographics of each of those tracts individually, and that the Agency not rely on the convenient coincidence that the one tract that lies nearest the TSP has a smaller minority population than the project area. Indeed a more detailed analysis, census tract by census tract, will reveal areas with high minority and low-income populations very near to the TPS. The identification of such communities and the subsequent adverse impacts on them as a result of increased traffic in the HSC would trigger Executive Order 12898 and warrant those communities being designated as environmental justice communities. The Agency would then be under the obligation to address, as appropriate, those adverse impacts.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Sections 1.6, 3.4 and 4.2.3 of Appendix G of the FIFR-EIS
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	The EIS fails to properly evaluate environmental justice issues by averaging relevant data over the entire 22-tract project area. By taking this 30,000-foot viewpoint, the EIS fails to identify many communities adjacent to the ship channel and potentially affected by the project that merit consideration in an environmental justice analysis. The following census block groups are adjacent to the channel in sections being widened, deepened, or both: Census Block Group 482013241003 is 83% minority and 74% low income. Census Block Group 482013241002 is 74% minority and 71% low income. Census Block Group 482013242001 is 98% minority and 70% low income. Census Block Group 482012337011 is 88% minority and 51% low income. Census Block Group 482012125003 is 98% minority and 68% low income. Census Block Group 482012336002 is 100% minority and 68% low income.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Sections 1.6, 3.4 and 4.2.3 of Appendix G of the FIFR-EIS
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	For example, instead of looking at each census block group in the project area, the DIFR-EIS took a "22-tract average of the census tracts containing the TSP" to come up with an average median household of \$62,005, and then stated it is well above city averages. See DIFR-EIS at § 6.8.15, 6-30. The map below shows that the areas adjacent to the ship channel have some of the highest concentrations of low income residents in the country, with many communities in the 90- 100th percentiles:	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Sections 1.6, 3.4 and 4.2.3 of Appendix G of the FIFR-EIS
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Likewise, the DIFR-EIS acknowledges that a "22-tract average of the census tracts containing the TSP" resulted in an average of 73.3 percent minority, still higher than the minority population in all of the counties in the study area and higher than all city averages in the project area except Galena Park (88.6 percent) and Houston (74.4 percent). See DIFR-EIS at § 6.8.15, 6-30; Appx. G at Table G-122, 1-75. The DIFR-EIS goes on to explain that by only looking at a few census blocks closest to the TSP indicated an average of 26.7 percent minority. See DIFR-EIS at § 6.8.15, 6-30. However, the following map shows that the areas adjacent to the ship channel have some of the highest concentrations of minority residents in the country, with several communities in the 80- 100th percentiles:	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Sections 1.6, 3.4 and 4.2.3 of Appendix G of the FIFR-EIS
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Furthermore, the people living in these block groups are already overburdened with environmental hazards by the concentration of industrial and petrochemical activity along the ship channel and in their backyards. These are precisely the kinds of communities Executive Order 12898 was designed to protect. While the project will also affect other areas with higher incomes and a lower percentage of minority residents, this does not relieve the USACE of its duties under the executive order. CPC urges the USACE to conduct a proper analysis of possible adverse effects of the project on these communities in particular, and on nearby communities with high populations of minority and low income residents.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	3. Objection to Proposed Placement Areas near Residential Neighborhoods Under Executive Order 12898, the potential disproportionate adverse impacts to the environmental justice neighborhoods identified in this section of these public comments because of the dredging operations of ECIP must be either avoided or minimized by the USA CE and HPA where possible. CPC is focused on the upland placement areas (PA) for dredged materials in the twentyseven existing PAs identified on Table 2-4 of the DIFR-EIS. See DIFR-EIS at§ 2.4.1.1, 2-14. CPC is particularly concerned about two existing PAs, specifically the Glendale PA and the Filter Bed PA, because they border several residential neighborhoods. However, there may be other existing placement areas in DIFR-EIS that are near residential neighborhoods, but not disclosed in the DIFREIS. These would be of equal concern to PCP. While Page 17 of Appendix D to the DIFR-EIS provides some details regarding these two most upland PAs owned by the HPA, it fails to identify the real estate parcels by street address or parcel number for the Harris County Appraisal District. Based on the maps provided and given the relative size and shape of the upland PAs shown in Exh. B to Appx. D of the DIFR-EIS, the impacted area for two of the upland PAs of concern is shown in the map below: Moreover, the DIFR-EIS acknowledges that there will be impacts to cultural resources because of the construction of new dredged material placement areas (DIFR-EIS at§ 2.5, 2-25) to accommodate the approximate range of 27.6-52.6 million cubic yards (MCY) of dredging material that the construction of the TSP will generate and the additional 79.3-116.9 MCY of dredged material generated for maintenance (DIFR-EIS at§ 6.1.1, 6-5), yet it fails to identify where the new placement areas will be located or which cultural resources will be impacted. See DIFR-EIS at § 5.8.2, 5-30.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	See Appendix R - DMMP
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	It is also unclear if amount of dredge material predicted will fit in the capacity of the existing PAs. From what CPC could piece together from the details available in Appendix D of the DIFR-EIS, nine of the proposed upland PA sites identified among the existing PAs on Table 2-4 have an estimated maximum capacity of 106.5 MCY (provided certain conditions are feasible to obtain such capacity), which still may not be sufficient to cover all dredging material anticipated from the upland area of the project. See DIFR-EIS at§ 2.4.1.1, 2-14; Appx. D. at 13-17. In fact, the DIFR-EIS admits in Section 7.6.1 that new placement features will be needed to accommodate the maintenance dredging for the TSP. See DIFR-EIS at § 7.6.1, 7-24.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	See Appendix G
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Table 7-3 suggests that most of the project areas for all six segments are challenged by the fact that the mainland is "mostly developed" or "highly developed." See DIFR-EIS at § 7.6.1, 7-26. For the segments were there are a few large tracts of undeveloped land, there are still notations in the DIFR-EIS that there is nearby residential development in these areas in segments 1, 2, 3, and 4-6. See DIFR-EIS at§ 7.6.1, 7-26. Thus, it will be problematic to locate large, undeveloped tracts in these areas that are not going to impact some nearby residential areas given the level of development existing along the HSC. In fact when undertaking its environmental impact analysis for the next phase of placement planning as shown in Table 7-4, the DIFR-EIS recognizes that the upland CDFs are "more likely" to have cultural resources and residential impacts. See DIFR-EIS at§ 7.6.3, 7-28.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	For example, the DIFR-EIS even acknowledges that upland CDFs near residential areas may experience temporary noise during construction of dikes or raising dikes of existing ones or during periodic placement of dredging materials. See DIFR-EIS at§ 7.6.3, 7-30. Yet nothing is done further in the DIFR-EIS to analyze these particular impacts or discuss the HPA and USACE's desire to avoid or mitigate them in the project area where potential environmental justice communities are located. In Section 7.4, the "more likely" impacts suggested in Table 7-4 appear imperceptible to the USACE or HPA when it comes to analyzing what the actual impacts are. CPC can guarantee they will not be unnoticed by the residential communities impacted by this project that were completely ignored in the DIFR-EIS. Similarly, the USACE and HPA must consider the impacts to community resources such as schools and residential areas in siting upland PAs. See DIFR-EIS at§ 7.6.3, 7-31. The DIFR-EIS further acknowledges that it has not yet conducted "appropriate surveillance for cultural resources" for potential upland CDFs. See DIFR-EIS at§ 7.6.3, 7-31. Such work is necessary.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	While the DIFR-EIS talks about looking for cost efficiency in siting new PAs near the HSC, it also is required to consider the impacts on environmental justice communities in the project area identified above that could potentially be impacted by new placement areas. The DIFR-EIS states boldly that the construction of the TSP would not have a disproportionately high and adverse impact to areas with high concentrations of low income or minority populations. See DIFR-EIS at§ 6.6.4, 6- 13. At that the same time there must be an acknowledgement that right now the USACE does not know where all of this dredging material will go. See DIFR-EIS at Table 6-3, 6-5. However, the DIFREIS wholly fails to consider the potential impact these sites could have on residential neighborhoods in the project area. See DIFR-EIS at§ 6.6.4 and 7.6.3. Without identifying a single neighborhood in the study area by name, the report reiterates that ECIP will not have any impact on community cohesion factors such as the integrity of neighborhoods. Nor has the USACE undertaken any analysis of the impacts on neighborhoods where the PAs exist now or potentially in the future. See DIFR-EIS at§ 6.6.4, 6-14. It simply conclusorily states no impacts will occur. See DIFR-EIS at§ 7.4.2, 7-20. How the USACE and HPA can reach this conclusion (given the known environmental justice communities in the project area) at the same time it claims it does not know where the new PAs will be is simply not credible. An evaluation of environmental consequences must be updated to include the effects of any new upland PAs listed or considered in the Dredged Material Management Plan (DMMP), which was not available at the time of the public comments on the DIFR-EIS.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	See Appendices G and R
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	The Glendale PA is described in the DIFR-EIS as an approximate 177-acre confined inland PA owned by HPA located in Houston, Texas about one-half mile northeast of the HSC in the Sims Bayou to Main Turning Basin Dredging Reach. See DIFR-EIS, Appx. D at 17. The DIFR-EIS discloses that residential neighborhoods border the north and a portion of the west side of the proposed PA, and states that it considers the site feasible for future placement of dredged material. See DIFR-EIS, Appx. D at 17. The planned potential use of this site is further confirmed by general statements in Section 7.2 in the DIFR-EIS that dredged material placement will continue at the existing 27 PAs identified. See DIFR-EIS at§ 7.2, 7-7. However, PCP's position is that the Glendale PA site is not suitable or feasible for future placement of dredged material under any circumstances.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	Comment noted.

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	<p>The neighborhoods of Pleasantville (to the north) and Port Houston (to the west) are both environmental justice communities and directly impacted by the Glendale PA should operations resume there. The adjacent residential neighborhoods are located across four census block groups: 482012115001, 482012125001, 482012125002, and 482012125003 and within the boundaries of three City of Houston Super Neighborhoods in East Houston: Denver Harbor/ Port Houston., Pleasantville, and Clinton Park Tri-Community. According to the most recent census data available, the demographics of these adjacent neighborhoods are: Census Block Group 482012115001 is 98% minority and 86% low income. Census Block Group 482012125001 is 100% minority and 64% low income. Census Block Group 482012125002 is 100% minority and 35% low income. Census BlockGroup 482012125003 is 98% minority and 68% low income. Compared to the entire City of Houston, which is 74% minority and 46% low income, this census data indicates a higher minority and low-income population in these four neighborhoods nearby the Glendale PA. As shown above, all four block groups boast an overwhelmingly majority-minority population, with relatively high proportions of residents without high school diplomas (18%, 29%, 36%, and 57% respectively) compared to the City of Houston (23%). With the exception of residents within block group 482012125002, the majority of adjacent residents are low-income (as defined by the EPA) and at least two of which are considered to be more linguistically isolated (29%, 34%) than the City of Houston (14%).</p>	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	<p>i. Glendale PA. Despite high rates of poverty, the neighborhoods of Port Houston and Pleasantville are well established. The Port Houston neighborhood was established by the early 1900s. The Denver Harbor/Port Houston Super Neighborhood #56 of the City of Houston is made up of two distinct but similar neighborhoods located north of the Houston Ship Channel turning basin. The southern portion of the area along Clinton Drive is industrial. The smaller residential area, Port Houston, is laid out on both sides of McCarty Street. It has a mix of residential, commercial and industrial uses. Denver Harbor is primarily residential. Lyons Avenue is the major commercial corridor in Denver Harbor. Although Interstate Highway 10 splits Denver Harbor physically, its identity has remained strong. Both neighborhoods, originally blue collar Anglo neighborhoods, are now predominantly Latino/Hispanic. Port Houston also qualifies as a low-income community that has long grappled with disproportionate burden of toxins that endanger local ecosystems as well as residents' health. According to the HISD school profile for 2017 for Port Houston Elementary School, 199% of the school's 290 students are Latino/Hispanic, 98% qualify for free or reduced price lunch, and 68% are learning English as a second language. A recent "Children at Risk Report" identified the Port of Houston namesake Port Houston Elementary in HISD2 as a poorly performing school academically with a grade of "F". In 2016, only 8.41 % of the school passed the STAAR Reading Exam, and only 6% passed the STAAR Math Exam. The composite STAAR passing rate for the school was 7.21 %. The overall percentage of economically disadvantaged is 97.51 %. A map created by the City of Houston Planning Department of the Port Houston portion of the Denver Harbor/Port Houston Super Neighborhood #56 and the related land usage in the impacted area is shown below:</p>	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	<p>The nearby neighborhood of Pleasantville was developed after World War II and is predominantly African-American. Pleasantville Area, designated as Houston Super Neighborhood #57, includes many industrial areas, as well as two distinct residential areas. Groveland Terrace is a small residential area in the north, and south of Interstate 10 (East Freeway) is the Pleasantville subdivision. The high homeownership rate and strong neighborhood identity has staved off deterioration even as the residential area has been surrounded by warehouses and industries. The Pleasantville neighborhood is predominantly Black/African-American and Latino/Hispanic, with 64% of Pleasantville Elementary School's 301 students identified as Black/African-American, 34% as Latino/Hispanic, and 2% as white or mixed race. 95% of Pleasantville Elementary students qualify for free or reduced price lunch and 15% are learning as English as a second language. A map created by the City of Houston Planning and Development Department of the Pleasantville Super Neighborhood #57 and the related land usage in the area is shown below:</p>	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	<p>In addition, the third Houston Super Neighborhood (#59) in this impacted area described above, Clinton Park/ Fidelity, is a small community located just north of Clinton Drive, adjacent to the City of Galena Park. It is split between Houston ISD (Clinton Park) and Galena Park ISD (Fidelity), and includes a part of the Port of Houston. From its inception, this area has been almost exclusively an African American community. Spurred by the proximity to jobs in the Port and nearby Ship Channel industries, development in the area began before World War II. Large holding ponds containing materials dredged from the Houston Ship Channel are located adjacent to the residential areas. The high earthen dikes surrounding the ponds are distinctive forms on this flat coastal plain. The wetlands created by these dikes offer open space that permanently buffers many residences. In March 2016, one of the members of the PHA's Chairman's Citizen Advisory Council, Ernesto Parades, Jr. from Galena Park, complained that there is a growing problem with truck traffic related to Port operations in Galena Park and mentioned that the number of 18-wheelers has doubled recently, causing more pollution. A map created by the City of Houston Planning Department of Clinton Park Super Neighborhood #59 and the related land usage in the impacted area is shown on the following page:</p>	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	<p>Surprisingly, the DIFR-EIS contains no analysis of the potential impact to these nearby neighborhoods if USACE and HPA re-engage the existing Glendale PA for the ECIP when it has not been used in over 20 years. See DIFR-EIS, Appx. D at 17. The DIFR-EIS only states: "significant public relations work will be required prior to construction and use due to past dike breaches." See DIFR-EIS, Appx. D at 17. This causal mention seems to suggest that there have been problems with the Glendale PA that did impact the nearby neighborhoods. Yet the DIFR-EIS does not discuss these problems or suggest that dike breaches could be a potential impact for neighborhoods nearby any selected PA, new or existing. It further suggests deficiencies in the environmental justice analysis done in connection with the DIFR-EIS as there is no mention of the risk of dike breaches in any discussion of the PAs in the DIFR-EIS even though both the USACE and HPA are aware of prior failures.</p>	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Sections 1.6, 3.4 and 4.2.3 of Appendix G of the FIFR-EIS
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	<p>In relation to other environmental hazards, the four census block groups host a disproportionate share of facilities that handle or emit toxins, despite their small share of the city's total geographic area. This study area comprises approximately 0.8% of Houston's total geographic area yet is home to 21 RCRA sites, 7 TRI sites, 1 radioactive site, and 3 permitted hazardous waste sites. Among the 7 TRI sites, there existed (as of 2014) 31 entries registering toxic chemical compounds affecting human health and the environment. Directly adjacent to the two subdivisions north of the Glendale PA is Blentech Corporation, a TRI site handling 19 toxic chemical compounds, five of which are carcinogens. These communities have several facilities that either handle or generate toxic chemicals literally in their backyards. This haphazard siting of locally unwanted land uses (LULUs) within these communities may also be a consequence of Houston's lax, informal "de facto" land use regulation, which has led to disparities in quality of life across neighborhoods. With a lack of comprehensive zoning system, an immense amount of financial and political wherewithal is required to protect a neighborhood from LULUs - resources that communities like Port Houston and others seem to lack. The following map shows the existing environmental hazards already impacting these neighborhoods:</p>	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Lastly, scientists' recent testing of water within Buffalo Bayou in the wake of Hurricane Harvey detected humanly unsafe levels of E. coli, lead, and arsenic due to floodwaters transporting toxic waste from nearby facilities.5. These toxic substances, excavated from the banks of Buffalo Bayou, should not be placed around communities that already that have long experienced disproportionate burdens of industrial pollution and hazardous waste.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	ii. Filter Bed PA In submitting the DIFR-EIS, the USACE and HPA should have also identified the specific residential neighborhoods bordering the east side of Filter Bed PA, described as an approximately 90-acre confined upland PA located about one-quarter mile north of the HSC at the north end of the deep-draft portion of the HSC. See DIFR-EIS, Appx. D at 17. The DIFR-EIS discloses that residential neighborhoods border eastern side of the proposed PA, and states that it considers the site feasible for future placement of dredged material. See DIFR-EIS, Appx. D at 17. The planned potential use of this site is further confirmed by general statements in Section 7.2 in the DIFR-EIS that dredged material placement will continue at the existing 27 PAs identified. See DIFR-EIS at § 7.2, 7-7. However, PCP's position is that the Filter Bed PA site is not suitable or feasible for future placement of dredged material under any circumstances. The Filter Bed PA is bordered by Port Houston neighborhood described above, which qualifies as an environmental justice community, which the USACE should have prioritized in the DIFR-EIS for the reasons stated in the section about the Glendale PA.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Surprisingly, the DIFR-EIS contains no analysis of the potential impact to Port Houston if USACE and HPA re-engage this existing PA for the ECIP when it has not been used in over 20 years. See DIFR-EIS, Appx. D at 17. The DIFR-EIS again only states: "significant public relations work will be required prior to construction and use due to past dike breaches." See DIFR-EIS, Appx. D at 17. This causal mention seems to suggest that there have been problems with the Filter Bed PA that did impact the nearby neighborhoods. Yet the DIFR-EIS does not discuss these problems or suggest that dike breaches could be a potential impact for neighborhoods nearby any selected PA, new or existing. It further suggests deficiencies in the environmental justice analysis done in connection with the DIFR-EIS as there is no mention of the risk of dike breaches in any discussion of the PAs in the DIFR-EIS even though both the USACE and HPA are aware of prior failures.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	iii. New Placement Areas One of the opportunities in the HSC study area identified in the DIFR-EIS is to establish environmentally suitable PAs for new work dredged material and maintenance dredged material. See DIFR-EIS at § 4.2, 4-3. However, to the extent that the USACE or HPA is considering other new placement areas not identified in the DIFR-EIS, any selection or siting of PAs should include a complete EJ analysis on any potential adverse impacts on higher minority and low-income populations. See DIFR-EIS, Appx. D at 23. Moreover, to comply with Executive Order 12898, whenever possible, the Agency should avoid locating any new placement areas near residential areas, schools, places of worship, hospitals, and other such sensitive areas. The DIFR-EIS identified two schools are located in the communities on the mainland within the half-mile buffer of the project area and include De Zavala Elementary School, and J.R. Harris Elementary school. See DIFR-EIS, Appx. G at 1-76. PCP identified at least three more schools near the two existing upland PAs areas discussed above (i.e., Holland Middle School, Pleasantville Elementary School, and Port Houston Elementary School) shown on the map below:	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	In addition, the DIFR-EIS identified thirty-eight places of worship within the half-mile buffer of the project area. See DIFR-EIS at § 2.6.2, 2-26. A majority of the places of worship are located in neighborhoods adjacent to HSC from the Turning Basin to the Boggy Bayou. See DIFR-EIS, Appx. G at 1-76. The high concentration of schools and churches in the neighborhoods demand heightened concern about the health-related impacts of exposed dredged materials. The daily congregation of 1200 children and weekly congregation of families in near the placement areas in the study area could dramatically increase residents' risk of exposure to toxins. For these reasons, PCP would advise against placement of any new PAs near these sensitive areas already disclosed in the DIFR-EIS. As the DIFR-EIS acknowledges any known contamination sites should also be a concern for the USACE in considering for any candidate PAs, and it should employ the HTRW process described in Section 2.3.7 of the DIFR-EIS for areas surrounding these sites as well. See DIFR-EIS at § 7.6.3 at 7-29.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Of particular concern are the assumptions in the DIFR-EIS that Confined Disposal Facilities (CDF) will have to be constructed in upland areas for the project. See DIFR-EIS at § 7.6.1, 7-25. As defined in the DIFR-EIS, a CDF involves the placement of materials in a diked, contained area above any adjacent water surface to elevations well above high tide line, enclosing and isolating the material from adjacent waters or land. See DIFR-EIS at § 7.6.1, 7-25. To the extent that the USACE or HPA have experienced failures from the dikes used in existing PAs in the past, the DIFR-EIS makes no mention of this as a particular risk in searching for new PAs. It would seem that the potential impact of a dike breach on the surrounding areas should be considered when selecting sites for future PAs in the DMMP.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	In May 2004, the EPA and USACE outlined detailed assessments for alternatives involving CDFs in a joint publication.6 See Publication EPA842-B-92-008. As submitted, the DIFR-EIS does not address all of the potential issues discussed in that publication for the planned upland CDFs. Some of the environmental considerations of the potential risks from upland CDFs should include: (1) potential for effluent, leachate and surface runoff impacting adjacent ground and surface water resources; (2) potential for direct uptake and movement of contaminants into food webs, (3) potential for volatilization of contaminants, (4) potential for dust, noise, or odor problems, (5) potential for accessibility of the site by the public, and (6) the contamination history of the proposed site. See Publication EPA842-B-92-008 at 37. The DMMP anticipated as part of this project must analyze and address these identified issues with any selected PAs, either existing or newly constructed for this project.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Further to the extent new land needs to be acquired for additional PAs, the Agency is required to provide Relocation Assistance Benefits under PL-91-646 also known as the Uniform Relocation Act (URA). Under the Uniform Relocation Act, the phrase "program or project" is defined in 49 CFR Part 24 as, "any activity or series of activities undertaken by a federal agency or with federal financial assistance received or anticipated in any phase of an undertaking in accordance with the federal funding agency guidelines". 42 C.F.R. § 24. Generally, a displaced person under the URA is an individual, family, partnership, association, corporation, or organization, which moves from their home, business, or farm, or moves their personal property, as a direct result of acquisition, demolition or rehabilitation for a federally funded project. 42 U.S.C. § 4601(6)(A). Displaced persons are eligible for relocation assistance under the URA. Even willing sellers are considered displaced persons under the URA. Pub. L. 111-8, div. E, title I, Mar. 11, 2009, 123 Stat.710.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	In 1970, Congress made findings and declared, in pertinent part, that: (1) displacement as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance is caused by a number of activities, including rehabilitation, demolition, code enforcement, and acquisition; (2) relocation assistance policies must provide for fair, uniform, and equitable treatment of all affected persons; (3) the displacement of businesses often results in their closure; and (4) minimizing the adverse /impact of displacement (s essential to maintaining the economic and social well-being of communities.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	42 U.S.C. § 4621(a). Chapter 61 of Title 42 of the United States Code establishes a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a Federal agency or with Federal financial assistance.....<excerpts from 42 USC 61>....No Federal agency head shall intentionally make it necessary for an owner to initiate legal proceeding to prove the fact of the taking of his real property. 42 U.S.C. § 4651 (1-4), (8); see also 49 C.F.R. § 24.102. The Fifth Amendment of the U.S. Constitution states that "private property shall not be taken without payment of just compensation" and that "no person shall be deprived of life, liberty, or property without due process of the law." These constitutional rights form the basis of the URA's protections for property owners. For the purposes of determining the just compensation to be paid for any building, structure or other improvement required, the building, structure or improvement shall be deemed to be part of the real property to be acquired, and the fair market value which such building, structure, or improvement contributes to the fair market value of the real property to be acquired, or the fair market value of such building, structure, or improvement for removal from the real property, whichever is greater, shall be paid to the tenant therefore. 42 U.S.C. § 4652(b)(1). Additional expenses to be paid to the property owner are: (1) recording fees, transfer taxes, and similar expenses, (2) any penalty costs for prepayment of any preexisting recorded mortgage entered into in good faith encumbering such real property, and (3) the pro rata portion of real property taxes paid which are allocable to a period subsequent to the vesting of the title. 42 U.S.C. § 4653. Some circumstances will even entitle a property owner to litigation expenses. 42 U.S.C. § 4654.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	D. Hazardous, Toxic and Radioactive Waste in the Project Area Contaminant testing of the sediment for any material dredged during the project is important. Moreover, as acknowledged in Section 7.6.3 of the DIFR-EIS, issues with contaminated placement material are a concern for upland CDFs. See DIFR-EIS at § 7.6.3, 7-29. While the same section mentions that there could be industrial tracts nearby the few undeveloped tracts in the project area (7-29), it is also already established that it is "more likely" in the upland CDFs that there will be impacts to nearby residential tracts as well. See DIFR-EIS at Table 7-4, 7-28. The DIFREIS makes this same omission for the nearby residential areas identified in all six segments in Table 7-3. See DIFR-EIS at § 7.6.2, 7-26.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	1. Concerns about Sediment Contamination from Patrick Bayou The impact a proposed action will have on EPA testing and potential remediation efforts pursuant to that testing is an indirect impact that must be considered. See NRDC v. United States Army Corps of Eng'rs, 399 F. Supp. 2d 386, 410-412 (S.D.N.Y. 2005). The DIFR-EIS already acknowledges that the proposed alternative has the potential to impact an existing EPA National Priorities List (NPL) site, known as the Patrick Bayou NPL Site. See DIFR-EIS, Appx. D at 24.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Widening has been avoided from this area of the project
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	informational comment: The Patrick Bayou Superfund site is a 2.5 mile long tributary of the Houston Ship Channel located in an industrial area of Deer Park, TX, surrounded by operating petrochemical plants and receives runoff from residential, commercial, and industrial properties in the drainage basin. Patrick Bayou is one of several small bayous of the HSC located within the lower portion of the San Jacinto River Basin as it enters Galveston Bay in southeast Texas. The Patrick Bayou site is undergoing assessment and cleanup under CERCLA. Historical investigations have been conducted since 1993 by the TMDL group, TCEQ & others. Superfund investigations began after the AOC was signed in 2006. From 2006-2012, several phases of field investigation activities were completed. The site is currently in the Remedial Investigation stage. A complete investigation report (September 2013) along with a final Feasibility Study (March 2017) that evaluates potential cleanup alternatives have been finalized. EPA is currently working with the State of Texas to develop the Record of Decision that will outline the remedial alternative that will address the contaminants present at the site. The Patrick Bayou site consists of contaminated sediments within the Bayou, a portion of the East Fork tributary, and associated wetlands. For several years, Patrick Bayou has received an accumulation of permitted industrial wastewater discharges, municipal wastewater treatment plant effluent, and storm water runoff from adjacent industrial facilities and nearby urban/residential areas. These discharges are suspected to be the primary sources of the sediment contamination. The contaminants of potential concern include pesticides, polynuclear aromatic hydrocarbons (PAHs), metals, and polychlorinated biphenyls (PCBs), which have been detected in sediments in the Bayou since the early to mid 1990s. See DIFR-EIS, Appx. D at 24-25. The bayou is polluted with dangerous heavy metals including arsenic, cadmium, chromium, copper, lead, manganese, mercury, nickel, selenium and zinc, as well as pesticides and petrochemicals, according to EPA testing.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Widening has been avoided from this area of the project
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	The Bayou is nearly an entirely depositional environment, reducing risk of exposure to buried contaminated sediments until they are unearthed through processes, like dredging. CPC is concerned, as the DIFR-EIS acknowledges, that the channel widening measure from the San Jacinto Monument to Boggy Bayou would widen the existing Federal channel to include a portion of land at the mouth of Patrick Bayou, a place of verified contamination of sediment in the bayou. See DIFREIS, Appx. D at 25. Given the continuing discharge from the bayou into the HSC, the USACE should assume that proposed alternative will encounter these sediments. See DIFR-EIS, Appx. D at 25. The DIFR-EIS contains no proposal or evaluation of what risks are posed by the Patrick Bayou site. Under the circumstances, CPC considers this omission an important deficiency in the current DIFREIS given the known contaminants at issue. CPC also notes that the USACE published the DIFR-EIS on August 21, 2017, approximately a week before Hurricane Harvey ravaged the Texas coast and . flooded the project area. While the EPA tested surface waters for potential contaminants during Post-Harvey tests in September 2017, it is not clear what impact the flood waters had on this shallow bayou with respect to redistributing sediment, which is the principal concern in this dredging project. It is highly likely that there a substantial redistribution of sediment caused by Harvey that might have moved this contaminated sediment from Patrick Bayou. Accordingly, USACE should employ more rigorous testing protocols in this AOC during the project to ensure that distribution of the contaminated sediment has not changed.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Widening has been avoided from this area of the project
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	2. Concerns about Sediment Contamination from the San Jacinto River Waste Pits CPC welcomes the testing that will be conducted on dredged material for dioxin within the established Area of Concern (AOC) for the San Jacinto River Waste Pits Superfund Site (SJRWP), which is also under supervision of the EPA. See DIFR-EIS at § 2.3.7, 2-12. The DIFR-EIS appropriately recognizes there are known issues with contaminated placement materials where inwater cleanup sites exists, such as the SJRWP. See DIFR-EIS at § 7.6.3, 7-29. Nevertheless, CPC wishes to bring to the Agency's attention that the site is not "stabilized" and that it has in fact been plagued with deficiencies that have led to continued releases of dioxin into the environment even since the installation of an engineered armor cap in 2011. Most recently, testing done at the site in the wake of Hurricane Harvey measured dioxin levels of 70,000 ng/kg, the highest readings recorded at the site.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Widening has been avoided from this area of the project

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	It has been estimated that, to date, as much as two thirds of the original waste material that was dumped in the waste pits in the 1960s has escaped from Site. This large quantity of carcinogenic dioxin has not been relocated or recovered and it has likely spread itself out over a vast expanse of the marine environment. Dioxin in widely considered to be "hydrophobic," instead preferring to stick to sediment, allowing it to be transported to wherever the sediment moves. It is possible that dioxin from the SJRWP site has been transported beyond the AOC, south to the Bay Reach stretch of the project, where it has come to rest at the river's bottom. If that is so, then dioxin would be present in materials that are to be dredged. CPC is concerned that the USACE plans on testing for dioxin only within the very small HSC portion that traverses the AOC established for the SJRWP. Instead, CPC suggests additional testing be performed in areas on either side of the AOC that are traversed by the Bay Reach stretch of the TSP. Such a testing schema is better suited to detect dioxin from the SJRWP, given the persistent and unpredictable nature of this carcinogen.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Widening has been avoided from this area of the project
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	3. Concerns about Sediment Contamination from Texas Deepwater Terminal In Section 7.1.6, the DIFR-EIS states that the widening of the channel from Boggy Bayou to Greens Bayou would involve the acquisition of a small portion of land currently owned by the Texas Deepwater Terminal. See DIFR-EIS at§ 7.1.6, 7-5. It is imperative for HPA to ensure that the land to be acquired is clean and free of contaminants before inclusion in the ECIP. HPA does not provide enough information in the DIFR-EIS to determine whether Texas Deepwater Terminal or HPA has already performed an environmental assessment on the acquisition of this property or not. However, such precautions should be taken to understand any potential contaminants on the property and that they are fully remediated before the ECIP begins.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	4. Concerns about Sediment Contamination from other recent known spills in the Project Area not included in the DIFR-EIS The DIFR-EIS acknowledges that the extent to which HTRW sites continue to be created and discovered is impossible to predict. See DIFR-EIS at§ 3.3.5, 3-11. Despite this unpredictability, there must be some level of diligence applied by both the USACE and HPA to keep abreast of reported contaminations in the project area that could become new areas of concern given the proposed scope of the ECIP. For example, the DIFR-EIS investigation claims it did not identify any RCRA sites within the project footprint. See DIFR-EIS at§ 6.8.18, 6-32. According to the EPA's "Clean Ups in My Community" Map, there are fifteen active RCRA sites all within a half mile of the HSC that are in varying stages of ongoing clean-up actions. It is incumbent upon the Agency to more fully investigate if these sites are connected hydrologically at all with the HSC or if the activities that are to be conducted in the HSC might in any way undermine these clean-up activities.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	While the DIFR-EIS has analyzed eight sites of potential sediment contamination, the CPC also wishes to bring to the Agency's attention additional known hazardous waste spill sites located in close proximity to the project area. See DIFR-EIS, Table 2-3, p. 212. As shown in Exhibit 1, the Environmental Protection Agency's "Cleanups in My Community" map has identified fifteen sites with ongoing RCRA corrective cleanups within 0.5 miles of the Project Area. The EPA classifies all fifteen sites as Large Quantity Generators (LQG) of hazardous wastes. Nine of these site cleanups are incomplete. The CPC recommends that the USACE conduct testing on sediment material in the Project Area nearby to all fifteen spills; and in particular, the nine incomplete cleanup sites, which may have been disturbed by recent weather events. CPC has also identified two completed RCRA cleanup sites that give special rise to sediment contamination concerns: (1) Exxon Mobile Corp.- 99HCP; and (2) Houston Refining. • Exxon Mobil Corp. - 99 HCP is a designated RCRA cleanup site located approximately 2298.07 feet from the project area. Although the cleanup is marked as complete, the EPA also notes that there is currently insufficient information to determine whether the migration of contaminated groundwater is under control. CPC is concerned that, in light of Hurricane Harvey and recent large rainfall events, the contaminated groundwater may have migrated into the proposed Project Area. CPC recommends the testing of the sediment in the nearby Project Area for hazardous waste contamination. • Houston Refining is another completed RCRA cleanup site and is located on the shoreline directly adjacent to the proposed Project Area. Although RCRA cleanup procedures are complete, Houston Refining has been in noncompliance with RCRA standards for twelve consecutive quarters. Because of Houston Refining's past spill, close proximity to the Project Area, and long-term noncompliance with RCRA standards, CPC recommends the testing of sediment in the nearby Project Area for hazardous waste contamination.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	In addition to testing the RCRA corrective cleanup sites in Exhibit 1, CPC also suggests testing to be performed at sites of known EPA Emergency Response Spills indicated on the EPA's "Cleanups In My Community Map." Most notably, the CPC suggests sediment testing where Vince Bayou enters the Project Area near the USOR-PRP emergency spill response site. The EPA has responded on three occasions (July 2010, November 2010, and February 2011) to stabilize the site from uncontrolled releases of hazardous substances into Vince Bayou. The EPA reports that it removed 11,751 gallons of benzene contaminated sludge, five drums of benzene contaminated sludge washout, 89.36 tons of containment sludge, 10 cubic yards of PPE and IDW, and 833,500 gallons of contaminated storm water. Cleanup and stabilization measures are presently ongoing over five years later. Due to the magnitude of the three spills into Vince Bayou, the CPC recommends that the sediment entering the Project Area from Vince Bayou be tested for hazardous wastes such as benzene.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted.
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	E. Air Quality The DIFR-EIS does only a cursory analysis of air quality, finding no significant adverse impacts. It likewise neglects to address air quality at all in the cumulative impacts analysis. The DIFR-EIS is deficient for failing to analyze significant likely air impacts associated with induced growth that will foreseeably result from the TSP.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Appendix J
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	The USACE is clearly aware of the type of growth that this project will facilitate. The related projects in the cumulative impacts analysis include massive terminal expansions with the capacity to handle a greater volume of larger ships and a substantially greater amount of cargo. See DIFR-EIS at Appx G, Table G4-1. This is foreseeable growth, and much of it is dependent on the more efficient ship channel envisioned in the TSP. This growth will result in significant increases in landside air emissions. Much of the equipment used to unload this cargo is powered by diesel engines and generators. The cargo is then loaded onto diesel-driven trucks and trains that are significant sources of air pollution in the local area, including diesel particulate matter and ozone-forming nitrogen oxides. The forecasted increase in cargo containers necessitates a proportional increase in truck and rail traffic to move those containers. Yet the DIFR-EIS is silent on the landside air emissions of these easily foreseeable traffic increases.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Appendix J

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	The DIFR-EIS repeatedly references expected increases in cargo volume, yet claims, with no supporting analysis or evidence, that the number of containers per year will not be effected by the deepening, and that no change in landside air emissions is expected. See DIFR-EIS at Appx. B, 7-9. This is not sound economic analysis. If the no action alternative will result in significant and system-wide inefficiencies, it can reasonably be expected that some companies will choose to use a different port. There are many ports to choose from on the gulf coast, including the very nearby ports of Galveston and Freeport. The claim that the same amount of cargo will arrive at the Port of Houston regardless of the efficiency of the Port (i.e. with or without this project) is highly questionable. That suggests that under the no action alternative the shipping companies would simply shoulder the cost of forecasted port inefficiencies. This raises the question, why would the federal government spend hundreds of millions of dollars on this project to alleviate inefficiencies when it will have no effect on total cargo volume? The answer is that the federal government would not spend hundreds of millions of dollars on an unnecessary infrastructure project. The expansion contemplated by the TSP is critical to future expected growth in the Port. Therefore, the DIFR-EIS must be amended to reflect the reality that the TSP will result in increased cargo volume in the port. Specifically, the DIFR-EIS must examine landside air impacts in the form of diesel exhaust from port machinery and truck and rail transportation that are associated with this resultant increase in cargo volume.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Appendix J
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	F. Water Quality Section 6.8.2 of the DIFR-EIS explains how the TSP will comply with the requirements of the Clean Water Act, 33 U.S.C §§ 1251 et seq. (CWA), with regard to dredging and filling activities within US waters. Section 404(b) of the CWA requires appropriate balancing of established environmental guidelines with the economic impacts, to navigation and anchorage or not allowing the proposed disposal to proceed. The baseline for this analysis is that disposal must not result in unacceptable adverse impact to the environment. See CWA, Section 404(c).	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Appendix H
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Section 6.8.2 states that no wetlands would be impacted by the TSP Channel Modifications yet Jails to base such a conclusion on any real data. The Agency simply states that as the DMMP is developed for the TSP and specific placement areas are identified, then such a conclusion will be reevaluated at a later time. To better comprehend how the TSP will comply with the CWA, this section of the analysis should be read and understood in conjunction with the following sections of the DIFR-EIS: Section 6.8.14 (Executive Order 11990, Protection of Wetlands) and Sections 3.2.1.2 and 2.4.1.2(wetlands as a habitat).	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Under Executive Order 11990, the Agency takes note of its affirmative obligation to avoid new construction in wetlands unless no practical alternative is available, and that even then the Agency must include all practical measures to minimize harm to wetlands that may result from such use. CPC applauds the USACE's use of certain construction techniques that would avoid small wetlands along the north shore of the BSC. See DIFR-EIS at§ 6.8.14, 6-30. Likewise, CPC welcomes the avoidance of any impacts on the 5.7 acres of potential tidal marsh north and west of Morgan's Point. See DIFR-EIS at§ 7.2.1.2, 7-9. CPC encourages any efforts to avoid impacting wetlands as a result of O&M dredging activities. Should the wetlands be affected or should potential wetlands become developed at a later time due to the construction of bulkheaded docks along the shoreline, CPC encourages that mitigation for their potential loss in other areas of the watershed be implemented. See DIFR-EIS at§ 3.2.1.2, 3-5.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Nevertheless, CPC takes issue with the lack of a comprehensive listing and/or graphic presentation of wetlands and potential wetlands in and around the TSP. The USACE is encouraged to provide the public with such a listing in addition to a list of possible new placement areas. Once the public is aware of how close the new PA sites are to known wetlands, it will be able to better assess whether or not the wetlands are to be impacted by the new PA sites and what form such an impact might take.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Appendix R
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Finally, with regard to dredging techniques proposed for the project and factual determinations made, CPC offers the following two comments: First, mechanical and clamshell dredging may be used in sensitive structural areas or areas where debris or old structures need to be removed. It is also mentioned that this technique in dredging can lead to greater re-suspended sediment than do other techniques. See DIFR-EIS, Appx. H at 10. CPC underscores that such a technique should be completely avoided in areas that might contain legacy contamination, as re-suspension of sediments could disturb that contamination and lead to possible exposures human and environmental exposure. As mentioned above, the EPA's "Clean Ups in My Community" Map reveals sixteen active RCRA sites all within a half mile of the HSC that are in varying stages of ongoing clean-up actions. It is incumbent upon the Agency to more fully investigate if these sites are connected hydrologically at all with the HSC or if the activities that are to be conducted in the HSC might in any way undermine these clean-up activities.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	Second, CPC is concerned that not enough testing has been done or will be done with regard to possible contaminants in dredged material. The Agency states that chemical constituents in bottom sediments are subject to relocation and redistribution through tides, currents and other natural climactic and weather related forces in Galveston Bay. See DIFR-EIS, Appx. H at 17. Yet the Agency seems to ignore the presence of numerous contaminated locations near the Ship Channel or directly connected to it that might have leaked contaminants into the water, or continue to do so, and thus it ignores the possible presence of contaminants on sediments bottoms that are to be dredged. The presence of fifteen active RCRA sites with ongoing clean-up actions within a half mile of the HSC, as was mentioned above, necessitates a sediment testing process that more confidently detects the presence of contaminants in the environment that is to be disturbed. CPC encourages a more active sediment testing regimen within the ship channel, especially around those lengths of the ship channel that abut areas of legacy contamination.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	See Section 3.1.5.2 of Appendix G
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	G. Economic Opportunities The DIFR-EIS addresses the potential economic impacts of this project; however, it underplays the potential the project could have on economic opportunities in the area. See DIFREIS, Appx. G at§ 3.4.1.1. In fact it states that the project is not expected to significantly impact any educational opportunities, prevent enrollment or use or reduce the diversity of engaging the opportunities. See DIFR-EIS at§ 6.6.4, 6-14. It seems that USACE and HPA are missing a golden opportunity to significantly and positively impact educational opportunities, increase enrollment or use or increase the diversity of engaging the opportunities. While large scale dredging may be a highly specialized skilled activity as addressed in the DIFR-EIS, nothing would prevent HPA or USACE supporting job training at local universities in the study area, such as Houston Community College, San Jacinto College, or the University of Houston, to develop more skilled workforce in this industry or making sure that minority workers or those living in or near the project study area are hired for the ECIP. Further, the USACE and HPA could commit to hiring contractors and subcontractors that employ full-time employees with benefits as opposed to subcontracting through temporary agencies or using independent contractors on the ECIP.	Public Comments Mailed	Environmental	2017-11-13_LoneStarLegalAid_Comments.pdf	Comment noted

Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	H. Other Noted Deficiencies CPC further notes the DIFR-EIS contains certain deficiencies, such as its failure to undertake a complete analysis or provide information on the ECIP with sufficient specificity to determine potential impacts on certain issues not already addressed above. CPC provides a list of these noted deficiencies in the current DIFR-EIS and suggests that the USACE and HPA address these issues more meaningfully before submitting the FIFR-EIS: • Failing to identify and address impacts to historic properties; and • Failing to perform any culture resource investigations for areas where dredged material PAs for new construction and maintenance will be located based on the excuse that those areas have not yet been identified.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	Comment noted
Amy Dinn, Rodrigo Cantu, Colin Cox	Lone Star Legal Aid	13-Nov	I. Conclusion Caring for Pasadena Communities appreciates a complete response from the USACE and HPA to the comments and concerns raised in this letter. Please contact the undersigned counsel if you have any questions or need clarification regarding the comments contained herein.	Public Comments Mailed	Environmental	2017-11-13 LoneStarLegalAid_Comments.pdf	Comment noted
Adrian Shelley	Director, Public Citizen, Texas Office	13-Nov	Storm Surge In Section 6.2.2, the storm surge model using ADCIRC is described. We appreciate the intentionality of the storms chosen for the modeling as they very well represent the range of conditions seen along the Gulf and encompass an appropriate range of intensities that could generate significant storm surge. Our concern with the model is that it was not specified whether storm surge modeling included expected sea level rise, which will impact storm surge extent.	Email	H&H	2017-11-13 Public_Citizen_ACE.pdf	Storm surge modeling considers sea level rise. The modeling report can be found in Appendix C, Attachments 3 and 4.
Bob Pennacchi	COO, Intercontinental Terminals Company, LLC	8-Nov	ITC understands that dredge placement areas will be a large part of the study and is an ongoing concern for many private industry users of the port. It would be beneficial if the study made an allowance for private maintenance dredging needs in the consideration of new placement areas.	Email	Planning	2017-11-08 ITC HSC ECIP Comments.pdf	Reference Section 2.10.4, Appendix R (DMMP). USACE has considered a few potential opportunities (e.g. BABUS), however industry may choose to proceed, coordinating with resource agencies, to develop their own placement opportunities to accommodate their dredged material. Potential placement opportunities include the NF entity coordinating for its own permitted BU, permitted offshore placement, use of existing private PAs, development of a new non-Federal PA, or any other opportunities able to be coordinated with the required resource agencies.
Stephanie Cardenas	Private Citizen	19-Oct	And also for widening and deepening every 15 years -- presumably that's the case. For widening and deepening every 15 years, suppose what were the environmental impacts, do we go deeper and wider now so that way we're not doing this again in 15 years and sitting here and proposing and more money's spent to do the same thing over and over again?	Verbal La Porte Public Meeting	Planning	Verbal	Vessel traffic in the Houston Ship Channel is influenced by global economic activity. The recommended plan addresses the foreseeable needs of the project. The analysis includes a forecast of future fleet characteristics and commodity volumes that was used to evaluate the impacts and cost-effectiveness of a full array of alternatives. The main report, plan formulation appendix, and economic appendix document the details of this work.
Lance Nunez	NA Marine Operations Leather The Dow Chemical Company	10-Nov	Mid-harbor mooring – Dow appreciates the inclusion of these structures in the TSP. For the chemical tanker segment, the lack of mid-harbor berthing has been a source of concern and inefficiency for many years. - With increasing terminal restrictions, it is becoming more and more difficult for vessels to arrange for the supplies and inspections they need to trade efficiently. While the mid-harbor moorings are beneficial as designed, the addition of land bridge access would make the mooring stations a safe and easy place to do crew changes, receive stores, perform tank inspections, get inspected by USCG (COC or PSC), etc. Further, as one of the berths seems to be designed specifically with "place of refuge" in mind, having some sort of land access would reduce response time, cost, and complexity of providing support to a vessel in distress. - The report does not seem to mention plans for management of the mid-harbor mooring structures, so we will suggest that these mooring structures be administered/scheduled (first come first serve) by some entity (Port of Houston Authority is preferred). There are a few reasons:	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	1. Vessels are required to generate passage plans, order pilots, etc. prior to embarking. In effect, they need to know where they are going before they leave their present location. Without a scheduling entity of some sort, vessels may head to the mid-harbor mooring location only to find the berths are occupied. This kind of situation could cause additional traffic congestion and confusion.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	2. Vessel companies could potentially develop monopolistic strategies. Once a vessel owner gets a vessel in at a mid-harbor mooring station, they could elect to hold that vessel in place until another of their vessels is available to move in and take the moored vessel's place. In effect, they could continue this sort of behavior and block out other carriers.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	3. In the event that the third mooring station is needed for a safe refuge situation, the scheduling entity would need the authority to bump a vessel(s) that might be occupying the mooring area to make room for the ship in distress.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	Easing/eliminating daylight restrictions – While chemical tankers are not directly daylight restricted due to their size, they are indirectly impacted when pilots, tug, and mooring resources see daylight restriction related surges in activity. (Per Lone Star Harbor Safety numbers 670 tank vessels and 550 LPG vessels are daylight restricted per year). Daylight restrictions are costly to industry and design should accommodate 24/7 operation as much as possible. During weather events such as fog season (typically late November through early April) there can be limited opportunities to move vessels exacerbating the draw on pilot, tug, and mooring resources.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Noted. Channel modifications aimed at increasing navigation efficiency and reducing congestion that include channel widening, bend easing and, in some areas, deepening, were considered during plan formulation and included in the recommended plan.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	Dredge Placement Areas – Given the shortage of places to put dredge material, new areas should be selected that benefit the USACE and facilities. The highest concentration of facilities is located between Lynchburg and the Buffalo Bayou turning basin. Moving dredge material out to sea from this area is cost prohibitive and without a good solution, growth could be impacted.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Noted. The DMMP includes planned capacity to meet the dredged material needs of the channel modifications and 50 years of continued maintenance. To meet the needs of the channel in the reach specified in the comments, the DMMP includes maximizing use of existing placement areas and development of new placement areas referred to as Bay Area Beneficial Use Sites (BABUS) in the bay for placement of future O&M material. These sites would reduce and/or eliminate the need to transport material offshore to the ODMDS site from this reach of the channel.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	1. Considering the amount of traffic and strategic location of the Texas City Y, we would appreciate consideration of eliminating the shoal at B-26 to allow two-way traffic in the Bolivar Roads Alternate Inbound Route (BRAIR). Better traffic separation in this area was a core NTSB recommendation issued after the Texas City Y spill.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Noted. The BRAIR was not included in the scope of this feasibility study. A separate Section 216 study would be required to address the navigation and shoaling issues associated with BRAIR.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company		2. As vessels get larger, their impact to barge navigation can also increase. Suggest the project consider 15' MLLW and an additional 25' of width to provide barge operators more room to maneuver/counter the increasing hydrodynamic forces of bigger vessels.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Noted. Modifications to the authorized barge lanes dimensions were not included in the scope of this feasibility study. A separate Section 216 study would be required to address the navigation issues associated with the barge lanes configuration and hydrodynamics.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company		3. Maneuvering space in the Lynchburg and lower San Jacinto River is limited/tight for the amount of navigation activity. In this area, deep draft vessel traffic, combines with heavy barge traffic (given nearby fleeting areas), and regular passenger ferry traffic. Consideration of dedicated barge lanes and/or widening of the San Jacinto River should be considered.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	Lynchburg is a congested area and the opportunities to modify the channel are constrained by the narrowing of the channel through the area. The feasibility study did not find an opportunity to improve the Houston Ship Channel in this area.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	4. The new design should ensure channel dimensions accommodate two-way 24/7 operation of the new 1100' LOA vessels that are predicted to call Houston container terminals.	Email	Planning	2017-11-10 Dow Chemical Tentatively Selected Plan Comments.pdf	The benefit-cost analysis fully evaluates the benefits of accommodating 24/7 passing against the cost of widening the channel. The recommended plan would widen the bay channel to 700'. The pilots will establish the operating rules that govern when two-way traffic by the largest vessels is allowed or restricted.

Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	Increased support for lightering operations – To minimize the number of berth calls for chemical tankers, it can sometimes be easier to load a barge and have the barge meet the vessel while the vessel is conducting other business. Given the high terminal utilizations and increasing berth restrictions, this sort of operation is getting more and more difficult to arrange alongside. We would appreciate consideration of creating (dredged) anchor/mooring stations on the side of the channel between Bolivar Roads and Barbours Cut, so that ships can lighter there to/from barges and/or ensuring that the design of the mid-harbor mooring allows for this sort of transfer.	Email	Planning	2017-11-10_Dow Chemical Tentatively Selected Plan Comments.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	Technology – Given the time frame of this study and the increasing role that we are seeing technology play in every facet of our lives, it seems notable that there is little to no inclusion/integration of technology to maximize the impact and effectiveness of the design. For example, every year, vessels experience an average of 368 hours of partial and full navigational closures on the Houston Ship Channel (per StormGeo). These delays cost industry many millions of dollars every year and hurt Houston competitiveness. While there may not be much that can be done about the fog itself, technology may be able to help vessels maintain top notch situational awareness even in low/no visibility situations. For example, more advanced radar/traffic control systems, smart buoys loaded with "internet of things" sensors, better scheduling/communications systems, etc. have the potential to increase the effectiveness of traffic separation, better enable 24/7 operation, warn of shoaling/prevent shoaling, provide for better terminal/vessel schedule visibility, etc. Furthermore, there is significant legitimate research being done (and significant progress is being made) in the area of next generation maritime technologies. A few of these are:	Email	Planning	2017-11-10_Dow Chemical Tentatively Selected Plan Comments.pdf	The study includes a fleet forecast of vessels expected to utilize the channel in the foreseeable future. The fleet forecast does not include autonomous vessels. Traffic control systems, smart buoys and autonomous vessel technologies are not in the scope of this study, which is focused on the channel dimensions and configuration that supports safe navigation by deep draft vessels utilizing the channel.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	1. A partnership in Europe (Yara International/Kongsberg Maritime) claims they are on track to deliver an autonomous container vessel as soon as the year 2020.	Email	Planning	2017-11-10_Dow Chemical Tentatively Selected Plan Comments.pdf	The study includes a fleet forecast of vessels expected to utilize the channel in the foreseeable future. The fleet forecast does not include autonomous vessels. Traffic control systems, smart buoys and autonomous vessel technologies are not in the scope of this study, which is focused on the channel dimensions and configuration that supports safe navigation by deep draft vessels utilizing the channel.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	2. Rolls-Royce and Google recently formed a partnership to create smarter autonomous vessels based on artificial intelligence and cloud machine learning.	Email	Planning	2017-11-10_Dow Chemical Tentatively Selected Plan Comments.pdf	The study includes a fleet forecast of vessels expected to utilize the channel in the foreseeable future. The fleet forecast does not include autonomous vessels. Traffic control systems, smart buoys and autonomous vessel technologies are not in the scope of this study, which is focused on the channel dimensions and configuration that supports safe navigation by deep draft vessels utilizing the channel.
Lance Nunez	NA Marine Operations Leather - The Dow Chemical Company	10-Nov	3. Sea Traffic Management is an ongoing project in Europe that is striving to connect and update the maritime world in real time with efficient information exchanges between vessels, port authorities, terminals, and other service providers. While technology is advancing rapidly, it does not live in a vacuum. Often, there are infrastructure components that are needed to lay a foundation and enable new technology. In a similar way that smart cars are smarter on smart roads, smarter vessels will need smarter infrastructure. If there are viable design considerations that help lay a foundation for "future" vessel traffic, now is an opportune time to seriously research and consider those sorts of design options.	Email	Planning	2017-11-10_Dow Chemical Tentatively Selected Plan Comments.pdf	The comment notes that the technology is in R&D. The recommended plan must be practicable, including technologically feasible, so R&D efforts are not part of the recommended plan.
Michael Long	Project Director - Contanda LLC	10-Nov	d. Contanda understands that dredge placement areas will be a large part of the study and is an ongoing concern for many private industry users of the Port. It would be beneficial if the study made an allowance for private maintenance dredging needs in the consideration of new placement areas.	Email	Planning	2017-11-10_Contanda.pdf	Reference Section 2.10.4, Appendix R (DMMP). USACE has considered a few potential opportunities (e.g. BABUS), however industry may choose to proceed, coordinating with resource agencies, to develop their own placement opportunities to accommodate their dredged material. Potential placement opportunities include the NF entity coordinating for its own permitted BU, permitted offshore placement, use of existing private PAs, development of a new non-Federal PA, or any other opportunities able to be coordinated with the required resource agencies.
Scott A. Jones	Director of Advocacy - The Galveston Bay Foundation	13-Nov	1. Use and Placement of Dredged Material: We understand the temporal and spatial traditionally held constraints for beneficial use of the project's new work and maintenance dredged material. However, given the extensive loss of wetland habitat in Galveston Bay Estuary, GBF requests that USACE expend every effort to make beneficial use (BU) the reality for this project rather than disposing of these materials in existing or new placement areas (PAs) or in the open waters of the Gulf of Mexico.		Planning	2017-11-13_GBF.pdf	The Recommended Plan includes new placement areas, including maximizing Beneficial Use Sites to accommodate continued maintenance of the existing channel and new work and maintenance dredged material generated from channel modifications.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	3. Movements of chemical tankers: a. The high volume of chemical tanker traffic on the Houston Ship Channel creates scheduling conflicts due to multiple berth calls and thus requires the vessel to transit to Bolivar anchorage or the Galveston Fairway to await terminal availability. These lengthy transits increase risk to navigational safety, increase operational costs for ship operators and charterers, and can cause terminal scheduling delays. We support the proposed multipurpose mooring near San Jacinto to function as layberths for chemical ships and request consideration of the following: i. The proposed San Jacinto multipurpose mooring should consider accommodating all vessel sizes from small chemical ships to Suezmax. ii. The proposed multipurpose mooring should be designed to allow cargo care operations, USCG COC inspections, storing, bunkering from barges, crew changes, and product lightering to and from barges. iii. Inclusion of a mid bay mooring that handles all vessel sizes up to Suezmax to further reduce congestion from multiple vessel transits in addition to the San Jacinto Multipurpose mooring.	Email	Planning	2017-11-13_Shell.pdf	Final multipurpose mooring facility design included potential mooring space for vessels up to Suezmax tankers. At the request of the port, this facility was removed from the study and is not included in the recommended plan.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	4. Channel Deepening b. Consideration should be given to deepening the barge traffic lanes in the lower Bay to allow enough under keel clearance to reduce the potential hazardous interactions that may result from larger ships passing in close proximity.	Email	Planning	2017-11-13_Shell.pdf	Noted. Modifications to the authorized barge lanes dimensions were not included in the scope of this feasibility study. A separate Section 216 study would be required to address the navigation issues associated with the barge lanes configuration and hydrodynamics.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	6. Dredge Material Placement areas a. Placement of new DMPA should be in areas that would benefit the highest number of facilities for maintenance and new construction material. The highest concentration of facilities are located between Lynchburg and the Buffalo Bayou turning basin.	Email	Planning	2017-11-13_Shell.pdf	Noted. The DMMP includes planned capacity to meet the dredged material needs of the channel modifications and 50 years of continued maintenance. To meet the needs of the channel in the reach specified in the comments, the DMMP includes maximizing use of existing placement areas and development of new placement areas referred to as Bay Area Beneficial Use Sites (BABUS) in the bay for placement of future O&M material. These sites would reduce and/or eliminate the need to transport material offshore to the ODMDS site from this reach of the channel.
Steve Byrnes	Marine Technical Advisor - Shell Trading (US) Company	13-Nov	6. Dredge Material Placement areas b. The new DMPA should be designed to handle the amount of material from the project as well as anticipated facility maintenance material and anticipated new construction projects.	Email	Planning	2017-11-13_Shell.pdf	The Recommended Plan includes the use of new and existing placement areas, including maximizing Beneficial Use Sites to accommodate continued maintenance of the existing channel and new work and maintenance dredged material generated from channel modifications.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Scarcity/unpredictable availability of placement areas for non-federal dredge material: Terminal operators for both new and existing facilities indicate that placement of dredge material is costly and difficult to obtain.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	Reference Section 2.10.4, Appendix R (DMMP). USACE has considered a few potential opportunities (e.g. BABUS), however industry may choose to proceed, coordinating with resource agencies, to develop their own placement opportunities to accommodate their dredged material. Potential placement opportunities include the NF entity coordinating for its own permitted BU, permitted offshore placement, use of existing private PAs, development of a new non-Federal PA, or any other opportunities able to be coordinated with the required resource agencies.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Limited capacity of the Bolivar Roads Alternate Inbound Route CBRAIR: The BRAIR, in its current configuration, can only accommodate one way (inbound) shallow draft vessel traffic. Further, the shoal at B-26 reduces tow vessel maneuvering space and increases navigation safety risk.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	Noted. The BRAIR was not included in the scope of this feasibility study. A separate Section 216 study would be required to address the navigation and shoaling issues associated with BRAIR.

James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Abrupt mixing of deep draft and shallow draft vessel traffic below Morgans Point: Currently the barge lanes terminate below Morgans Point. This results in a more congested maritime space for both deep draft and shallow draft vessel traffic above this point. As larger and larger vessels call on Barbours Cut and traffic density increases, traffic separation spacing will decrease; thereby creating additional risks in this area.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The barge lanes are separately authorized from the deep draft channel. They will be replaced in kind to the dimensions authorized by congress. Modification of the barge lane dimensions requires a separate study and benefit-cost analysis that is beyond the scope of this study.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Significant mixing of deep draft and shallow draft vessel traffic in the vicinity of Lynchburg: The volume of deep draft vessel traffic, adjacent fleeting areas, vessel docks, and passenger ferries all contribute to increasing the risk to navigation safety in the vicinity of Lynchburg. Tow traffic entering and exiting the adjacent fleet areas must quickly integrate into the existing vessel traffic flow. Deep draft traffic and harbor assist tugs are frequently maneuvering alongside the docks on both sides of the channel further aggravating the problem. Deep draft traffic transiting the area must negotiate the nearby turn and make passing arrangement with vessel traffic in the area.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	Comment noted.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Limited maneuvering space for tow traffic using the lower San Jacinto River: The lower San Jacinto River (between B-2 and B-10) is particularly narrow. Tow traffic transiting this area is frequently subjected to high river currents, propeller wash from pushed-in tow boats, and close quarter situations; all of which contribute to increased navigation safety risk.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The San Jacinto River was not included in the scope of this deep draft navigation feasibility study. A separate Section 216 study would be required to address the navigation issues associated with the San Jacinto.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Request consideration of a mid-bay mooring facility (in addition to the proposed mooring facility near the San Jacinto monument) to reduce unnecessary vessel transits and alleviate congestion at the San Jacinto moorings. Sizing the mid-bay moorings for Suezmax vessels and smaller would allow all vessels subject to Coast Guard safety inspections to moor briefly for an inspection before proceeding to dock for cargo operations.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Potential users of any wet mooring facility offered that charging a fee for mooring was appropriate.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Placement of new DMP As should be in areas that would benefit the highest number of facilities for maintenance and new construction material. The highest concentration of facilities is located between Lynchburg and the Buffalo Bayou turning basin. Further, the new DMPAs should be designed to handle the amount of material from the project as well as anticipated facility maintenance material and anticipated new construction projects.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The DMMP includes planned capacity to meet the dredged material needs of the channel modifications and 50 years of continued maintenance. To meet the needs of the channel in the reach specified in the comments, the DMMP includes maximizing use of existing placement areas and development of new placement areas referred to as Bay Area Beneficial Use Sites (BABUS) in the bay for placement of future O&M material. These sites would reduce and/or eliminate the need to transport material offshore to the ODMDS site from this reach of the channel.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Bolivar Roads Alternate Inbound Route (BRAIR): The BRAIR is a key safety feature on the HSC for west bound tow traffic on the ICW transiting into Houston. Conceived in the mid 1990's and officially recognized by the Coast Guard and Army Corps of Engineers in 2003, the BRAIR continues to enhance navigation safety for inbound tow traffic by better separating shallow draft and deep draft vessel traffic at one of the busiest intersections in the western hemisphere. Following an incident near the Texas City Y intersection, the NTSB noted that better separation of vessel traffic would improve navigation safety on the Houston Ship Channel. In response to this NTSB recommendation, full mission bridge simulations were conducted at the Seamans Church Institute with the objective of identifying any structural or non-structural measures that might better separate deep draft and shallow draft vessel traffic. One of the key recommendations of the study group was to remove the shoal at B-26, thus allowing 2-way tow traffic in the BRAIR (currently it is limited to inbound traffic only), enhancing separation and maneuverability and decreasing navigation safety risk. Considering the importance of the BRAIR with respect to navigation safety and the fact that tow traffic, which constitutes 80% of the vessel traffic on the Houston Ship Channel, is essential to the economic success of the region, the following is requested: • The BRAIR be included in the federal project. • The shoal at B-26 be dredged either as part of the planned Houston Ship Channel widening, or if the channel is not widened in this region, that the shoal be dredged to a minimum of 15' MLLW.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The BRAIR was not included in the scope of this feasibility study. A separate Section 216 study would be required to address the navigation and shoaling issues associated with BRAIR.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Deepening and widening of barge lanes: Based on tow boat operator experience, deepening the barge lanes to a minimum of 15' MLL W and widening the barge lanes by an additional 25' would improve navigation safety. Deepening would serve to mitigate under keel clearance issues experienced by tow boats when a large ship passes and draws the water out of the barge lane. Widening the barge lanes would give the tow boat operator additional maneuvering space should they need it to mitigate excessive and adverse hydrodynamic forces.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The barge lanes are separately authorized from the deep draft channel. They will be replaced in kind to the dimensions authorized by congress. Modification of the barge lane dimensions requires a separate study and benefit-cost analysis that is beyond the scope of this study.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Staging area/passing lane in vicinity of Lynchburg: Request consideration for inclusion of a staging area or passing lane in the vicinity of Lynchburg. This area would allow deep draft and shallow draft traffic to better integrate in this high traffic density area.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	Lynchburg is a congested area and the opportunities to modify the channel are constrained by the narrowing of the channel through the area. The feasibility study did not find an opportunity to improve the Houston Ship Channel in this area.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Extension of barge lanes: Request consideration of extending the dedicated barge lanes above Morgans Point to B-98/99. This would aid in more seamlessly integrating deep and shallow draft vessel traffic at the top of the Galveston Bay.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The barge lanes are separately authorized from the deep draft channel. They will be replaced in kind to the dimensions authorized by congress. Modification of the barge lane dimensions requires a separate study and benefit-cost analysis that is beyond the scope of this study.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Widening of lower San Jacinto River (between B-2 and B-10): Request consideration of widening of the lower San Jacinto River to give the high volume of tow traffic in this area additional maneuvering space.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The San Jacinto River was not included in the scope of this deep draft navigation feasibility study. A separate Section 216 study would be required to address the navigation issues associated with the San Jacinto.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Dedicated barge lanes: The barge lanes, which were constructed as part of the prior deepening and widening of the Houston Ship Channel, are critical to separating deep draft and shallow draft vessel traffic transiting to or from Houston. Brownwater and Bluewater stakeholders unanimously agree and support the inclusion of dedicated barge lanes in any future ship channel widening project. Widening the ship channel and not pushing the barge lanes out of the channel would significantly decrease navigation safety and is highly discouraged.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	The barge lanes are separately authorized from the deep draft channel. They will be replaced in kind to the dimensions authorized by congress. Modification of the barge lane dimensions requires a separate study and benefit-cost analysis that is beyond the scope of this study.
James Prazak	Chair, Lone Star Harbor Safety Committee	13-Nov	Chemical terminal docks continue to experience very high utilization rates, causing delays for vessels. Some of the operators use barges to minimize the number of direct berth calls by ships. The barges load at barge docks at Vopak Deer Park, ITC Pasadena and Exxon Baytown and then lighter to ships while they are working cargo at some other dock. This allows vessel operators to eliminate some berth calls in their ship rotation and expedite the ship through the port. It is challenging to find a place where ship operators can lighter cargo from the barge to the ship, as not all terminals allow this activity or the ship's deep draft is the issue. Stolt currently operates two bulk liquid barges and two more are being built. Request consideration of creating (dredging) mooring stations on the side of the channel between Bolivar Roads and Barbours Cut. This will permit, ships to lighter to/ from barges versus calling on a particular terminal and without having to go to another cargo terminal that allows lightering or to a layby berth. Likewise, vessels with project cargo, steel and some bulk solids currently experience delays due to high utilization rates at ship docks and may benefit as well from the use of the requested mooring stations.	Email	Planning	2017-11-13_LSHSC_Signed.pdf	Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.

Jim Stark	Gulf Intracoastal Canal Association	13-Nov	<ul style="list-style-type: none"> Bolivar Roads Alternate Inbound Route (BRAIR): The BRAIR is a key safety feature on the HSC for west bound tow traffic on the ICW transiting into Houston. Conceived in the mid 1990's and officially recognized by the Coast Guard and Army Corps of Engineers in 2003, the BRAIR continues to enhance navigation safety for inbound tow traffic by better separating shallow draft and deep draft vessel traffic at one of the busiest intersections in the western hemisphere. Following an incident near the Texas City Y intersection, the NTSB noted that better separation of vessel traffic would improve navigation safety on the Houston Ship Channel. In response to this NTSB recommendation, full mission bridge simulations were conducted at the Seamen's Church Institute with the objective of identifying any structural or non-structural measures that might better separate deep draft and shallow draft vessel traffic. One of the key recommendations of the study group was to remove the shoal at B-26, thus allowing two-way tow traffic in the BRAIR (currently it is limited to inbound traffic only), enhancing separation, and maneuverability, and decreasing navigation safety risk. Considering the importance of the BRAIR with respect to navigation safety and the fact that tow traffic, which constitutes 80% of the vessel traffic on the Houston Ship Channel, is essential to the economic success of the region, GICA strongly recommends that the BRAIR be included in the federal project and the shoal at B-26 be dredged either as part of the planned Houston Ship Channel widening, or if the channel is not widened in this region, that the shoal be dredged to a minimum of 15' MLLW. 	Public Comments Mailed	Planning	2017-11-13 GICA Comments.pdf	The BRAIR was not included in the scope of this feasibility study. A separate Section 216 study would be required to address the navigation and shoaling issues associated with BRAIR.
Charles Flournoy	Greater Houston Port Bureau	9-Nov	First, the Board of Directors strongly supports deepening and widening of the Boggy Bayou to Sims Bayou reach (Segment 4) and an upper channel mooring. This section of the Houston Ship Channel is home to several liquid bulk terminals with docks that are already permitted to receive 46.5-foot draft vessels. As liquid bulk vessels increase in size, the Houston Ship Channel should expand to match forecasted vessel dimensions. Terminals have expressed interest in increasing the use of Aframax and Suezmax liquid bulk vessels within this reach. However, with current vessel and channel dimensions above Boggy Bayou, an estimated one transit per day is delayed due to daylight-only restrictions based on its dimensions, primarily beam. Furthermore, about seven vessels per day are prohibited from meeting in that part of the channel due to combined beams. Widening the Houston Ship Channel above Boggy Bayou will assist in reducing these transit restrictions, thereby improving safety and efficiency of vessel movements. Additionally, an upper channel mooring will improve efficiency of multi-movement vessels. Chemical tankers, the most common multi-movement vessel type, call upon several terminals during their calls to Houston. If the next required terminal is not available upon completion of cargo operations, the vessel must find a layberth or return to the anchorage. Availability of mooring in the upper channel would provide an alternative which would decrease unproductive movements on the Ship Channel.	Public Comments Mailed	Planning	2017-11-09 GHPB.pdf	The study includes a fleet forecast of vessels expected to utilize the channel in the foreseeable future. Mooring facilities were considered during formulation and evaluation of the Recommended Plan. However, mooring facilities are considered Local Service Facilities that are funded and operated fully by the Non-Federal sponsor/interest. Therefore, these features were not included in the final Recommended Plan.
Charles Flournoy	Greater Houston Port Bureau	9-Nov	Secondly, availability of dredged material placement areas (DMPA) and the need for a dredged material management plan (DMMP) are already concerns for ship channel users, and these concerns will only become more acute as DMPA availability for private terminals diminishes. The Board of Directors recommends that potential DMPAs are included as part of the plan, not only after the plan has been finalized.	Public Comments Mailed	Planning	2017-11-09 GHPB.pdf	Appendix R of the final report documents the dredge material management plan for the project.
Charles Flournoy	Greater Houston Port Bureau	9-Nov	Finally, and most importantly, the Board of Directors recommends working closely with terminals and ship channel users to ensure channel modifications interact safely and effectively with existing and planned terminal facilities. This should include stakeholder meetings and interviews. The Port Bureau is happy to facilitate meetings with its member companies to assist with achieving this goal.	Public Comments Mailed	Planning	2017-11-09 GHPB.pdf	Stakeholder engagement will be continued during the design phase.
Jim Stark	Gulf Intracoastal Canal Association	13-Nov	<ul style="list-style-type: none"> Staging area/passing lane in vicinity of Lynchburg: The volume of deep draft traffic, adjacent fleeting areas, vessel docks, and passenger ferry all contribute to increasing the risk to navigation safety in the vicinity of Lynchburg. Tow traffic entering and exiting the adjacent fleet areas must quickly integrate into the existing vessel traffic flow. Deep draft traffic and harbor assist tugs are frequently maneuvering alongside the docks on both sides of the channel adding to traffic density. Deep draft traffic transiting the area must negotiate the nearby turn and make passing arrangement with vessel traffic in the area. GICA recommends including a staging area or passing lane in the vicinity of Lynchburg. This area would allow deep draft and shallow draft traffic to better integrate in this high traffic density area. 	Public Comments Mailed	Planning/Econ/Engr	2017-11-13 GICA Comments.pdf	Lynchburg is a congested area and the opportunities to modify the channel are constrained by the narrowing of the channel through the area. The feasibility study did not find an opportunity to improve the Houston Ship Channel in this area.
Jim Stark	Gulf Intracoastal Canal Association	13-Nov	<ul style="list-style-type: none"> Extension of barge lanes: Currently the barge lanes terminate below Morgans Point, requiring deep draft and shallow draft vessel traffic to abruptly share the same space above this point. As larger and larger vessels call on Barbour's Cut and traffic density increases, traffic separation will decrease and risk will increase in this area. GICA recommends extending the dedicated barge lanes above Morgans Point to B-98/99, which would aid in more seamlessly integrating deep and shallow draft vessel traffic at the top of the Galveston Bay. 	Public Comments Mailed	Planning/Econ/Engr	2017-11-13 GICA Comments.pdf	The barge lanes are separately authorized from the deep draft channel. They will be replaced in kind to the dimensions authorized by congress. Modification of the barge lane dimensions requires a separate study and benefit-cost analysis that is beyond the scope of this study.
Jim Stark	Gulf Intracoastal Canal Association	13-Nov	<ul style="list-style-type: none"> Widening of lower San Jacinto River (between B-2 and B-10): The lower San Jacinto River (between B-2 and B-10) is especially narrow. Tow traffic transiting this area is frequently subjected to high river currents, prop wash from pushed in tow boats, and close quarters situations, all of which contribute to increased navigation safety risk. GICA recommends widening of the lower San Jacinto River to give the high volume of tow traffic in this area additional maneuvering space. 	Public Comments Mailed	Planning/Econ/Engr	2017-11-13 GICA Comments.pdf	The San Jacinto River was not included in the scope of this deep draft navigation feasibility study. A separate Section 216 study would be required to address the navigation issues associated with the San Jacinto.
Jim Stark	Gulf Intracoastal Canal Association	13-Nov	<ul style="list-style-type: none"> Dedicated barge lanes: The barge lanes, which were constructed as part of the prior deepening and widening of the Houston Ship Channel, are critical to separating deep draft and shallow draft vessel traffic transiting to or from Houston. Brownwater and Bluewater stakeholders all unanimous agree and support the inclusion of dedicated barge lanes in any future ship channel widening project. GICA members strongly believe that widening the ship channel and not pushing the barge lanes out of the channel would significantly decrease navigation safety and should not be considered. 	Public Comments Mailed	Planning/Econ/Engr	2017-11-13 GICA Comments.pdf	The barge lanes are separately authorized from the deep draft channel. They will be replaced in kind to the dimensions authorized by congress. Modification of the barge lane dimensions requires a separate study and benefit-cost analysis that is beyond the scope of this study.
Thomas Denney	Sr. Specialist, Land & Right of Way Energy Transfer Partners	8-Nov	We just concluded a meeting of the Texas Energy Coalition whose members are various pipeline companies in Texas. They mentioned that "the 11" pipeline companies affected by this project are listed in the COE plans. I've been reviewing that Plan (a massive document), and still cannot find the list. I work with Sunoco pipelines within the Energy Transfer organization. I would very much appreciate if you could send me the list of 11, or steer me to the location of the list within the Plan.	Email	Real Estate	2017-11-08 Denney_Energy_Transfer.pdf	Comment Noted. Page 24 of REP states 14 impacted pipelines. Impacted pipelines shown in Exhibit H of REP
Michael Long	Project Director - Contanda LLC	10-Nov	f. With the assumption of maintenance already approved for Jacintoport Channel federalization, Contanda would like to further understand this issue and the resulting burdens on current landowners. As such, Contanda request a meeting to discuss the subject matter.	Email	Real Estate	2017-11-10 Contanda.pdf	Comment Noted. With the federalization of Jacintoport, there were no impacts identified to current landowners with the federal government assuming the maintenance of the channel. All maintenance will be conducted over open water not to encroach on private property.
Lisa F. Regan	Executive Director - Texas Energy Coalition	13-Nov	In order for the HSC ECIP to proceed, the relocation of a number of pipelines apparently will be necessary. Under long-established law, including but not limited to the Water Resources Development Act of 1986 ("WRDA-86"), Congress established cost-sharing principles that must be applied, including in the specific context of deep-draft projects such as the HSC ECIP. One of these cost-sharing principles requires the local sponsor of the project to pay 50% of the costs of relocating utilities, including pipelines. The U. S. Army Corps of Engineers recognized Congress's applicability of that cost-sharing principle to utility and pipeline relocations decades ago. As recently as September 27, 2017, the Corps re-affirmed the applicability of the requirement in deep-draft projects (such as this) for the local (non-Federal) sponsor to bear at least 50% of the costs of utility relocations.	Public Comments Mailed	Real Estate	2017-11-13 Texas Energy Coalition.pdf	Comment Noted. USACE will assure that all federal regulations are adhered to in regards to cost-sharing of pipeline relocations.
Lisa F. Regan	Executive Director - Texas Energy Coalition	13-Nov	It is important any proposal or project to expand, deepen or improve ship channels, including in particular the HSC ECIP, adhere to these cost sharing principles. That includes the necessity of adequate advance provision for the local sponsor's payment of at least 50% of the costs of relocating whatever pipelines and associated facilities may require relocation due to this deep draft harbor project.	Public Comments Mailed	Real Estate	2017-11-13 Texas Energy Coalition.pdf	Comment Noted. USACE will assure that all federal regulations are adhered to in regards to cost-sharing of pipeline relocations.

ATTACHMENT 4

COMMENTS AND RESPONSES ON THE FINAL INTEGRATED FEASIBILITY REPORT AND EIS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1201 ELM STREET, SUITE 500
DALLAS, TEXAS 75270-2102

March 4, 2020

Stacey E. Brown, PMP
Chief, Planning and Policy Division
Directorate of Civil Works
Department of the Army
U.S. Army Corps of Engineers (USACE)
441 G Street, NW
Washington, D.C. 20314-1000

Dear Mr. Brown:

Pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500 – 1508), and our NEPA review authority under Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed the proposed Chief of Engineers Report and Final Environmental Impact Statement Final (EIS) for the Houston Ship Channel Expansion Channel Improvement Project (CEQ No. 20200026). The Final EIS addresses the potential environmental effects of deep draft navigation opportunities and proposed improvements to the Houston Ship Channel within Houston, Chambers and Galveston counties, Texas.

The EPA commented on the Draft EIS on November 13, 2017 and had no objections to the proposed project. We have no additional comments to offer on the Final EIS. Once completed, please send our office one copy of the Record of Decision at the address above. If you have any questions, please contact Michael Jansky, the project review lead, at 214-665-7451 or jansky.michael@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Arturo J. Blanco", is positioned above the printed name and title.

Arturo J. Blanco
Director

Office of Communities, Tribes and
Environmental Assessment

cc: Douglas C. Sims, RPA
Chief, Environmental Compliance Branch
Regional Planning and Environmental Center
Galveston District
Corps of Engineers
P.O. Box 1229
Galveston, TX 77553-1229



United States Department of the Interior

Office of the Secretary
Office of Environmental Policy and Compliance
1849 C Street, NW - MS 5538 - MIB
Washington, D.C. 20240

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Ms. Stacey E. Brown, PMP
Chief, Planning and Policy Division
Directorate of Civil Works
U.S. Army Corps of Engineers
CECW-P (SA)
7701 Telegraph Road
Alexandria, VA 22315-3860

Re: Houston Ship Channel 45-Foot Expansion Channel Improvement Project, Harris and Galveston Counties, Texas – Draft Chief of Engineers Report

Dear Ms. Brown:

The Department of the Interior (Department) has reviewed the above referenced document. The Department has no comments to submit.

For questions or further information regarding this response, please contact Cheryl Kelly on my Environmental Review Team, at 202-208-7565 or at cheryl_kelly@ios.doi.gov.

Thank you for the opportunity to review and comment on this project.

Sincerely,

Michaela E. Noble
Director, Office of Environmental Policy
and Compliance

Electronic distribution: houston-ship-channel-chiefs-report@usace.army.mil

cc: Susan Kin, REO Albuquerque: susan_king@ios.doi.gov
Wes Coleman, USACE: wesley.e.colemanjr@usace.army.mil
Patricia Bee, USACE: patricia.l.bee@usace.army.mil

TRANSMITTED ELECTRONICALLY – NO HARDCOPY TO FOLLOW

April 13, 2020

USACE Galveston District
P.O. Box 1229
Galveston, TX 77553-1229

RE: Houston Ship Channel Expansion Channel Improvement Project and Final Integrated Feasibility Report and Environmental Impact Statement (EIS #20200026)

Dear U.S. Army Corps of Engineers:

We appreciate the opportunity to submit comments on the Houston Ship Channel Expansion Channel Improvement Project and Final Integrated Feasibility Report and Environmental Impact Statement (HSC ECIP FIFR-EIS) in Harris, Chambers, and Galveston Counties, Texas. We submit these comments on behalf of the undersigned organizations and the communities we serve throughout in the Greater Houston-Galveston area.

We offer the following recommendations to strengthen the HSC ECIP FIFR-EIS to better serve and protect our communities and the natural resources our region relies on.

I. Air Quality and Nonattainment Area Conformity

Given that the Greater Houston-Galveston region is in nonattainment for ozone, the U.S. Army Corps of Engineers (USACE) must take into account the HSC ECIP impacts on the state's plans to meet air quality standards, and its ability to protect human health. Airborne pollution is not isolated to the areas within and adjacent to the ship channel. Ozone pollution¹ impacts people across the Greater Houston area by increasing rates of respiratory ailments like asthma, particularly in vulnerable populations like children and the elderly.

- **Comments on General Conformity Determination (GCD)**

The project will take place in the Houston-Galveston-Brazoria ozone nonattainment area. But the GCD states that "modeling is not acceptable for ozone nonattainment areas due to the complexity of ozone formation from precursor pollutants and the limitations of current air quality models." In fact there are models available for ozone, and the GCD has not demonstrated why the complexity of models or the limitations of available models have prevented the Army Corps from conducting any modeling at all. Ozone behavior in the atmosphere is nonlinear, meaning that under certain circumstances reductions in nitrogen oxide (NOx) pollution may actually increase ozone. Air pollution modeling, including ozone and ozone precursors, is needed to determine how this project will affect regional air quality.

There are three tiers of emissions standards for marine engines, including dredges. The GCD states that "it is not possible to predict the actual equipment that will be brought to the project by contractors who have yet to be selected." However, the Port of Houston Authority ("Port Authority") could require its contractors to use whatever equipment it wished. We recommend that the Port require Tier 2 or 3 marine engines as a strategy to reduce emissions.

¹ Produced through photochemical reaction between NO_x and volatile organic compounds.

The GCD assumes that larger, newer vessels will call at the port over time. The GCD assumes, for example, that all PPX3 vessels will meet Tier 3 emissions standards. The Port Authority should ensure that the assumptions made about cleaner vessels are met by actual vessel traffic. The Port Authority should cap the number of older, dirtier vessels that are allowed to travel the Houston Ship Channel. The Authority could also incentivize clean vessel use by giving priority to cleaner traffic.

The USACE concludes that “the reduction in ship channel operational emissions resulting from the project’s navigation improvements would produce greater long-term emissions reductions.” But the GCD has not accounted for truck and rail traffic that will increase as a result of greater freight volumes passing through the port. If a single large cargo ship carries 10,000 TEUs, then at least 5,000 semi trucks with individual capacities of 2 TEUs would be needed to distribute its cargo. These trucks will increase air pollution in the area. The GCD should estimate those emissions and demonstrate that they also conform to the HGB SIP.

- **Comments on Attachment 1 to Appendix G, Projected Emissions Reductions for Houston Ship Channel Expansion Channel Improvement Project**

The emissions projections include nitrogen oxides (NO_x) and hydrocarbons (HC) but not volatile organic compounds (VOCs). App. G, Att. 1 at 1. The projections should include VOCs. The General Conformity Determination does not model emissions’ ozone formation or its impact on the Houston-Galveston-Brazoria ozone nonattainment area. Without an estimate of VOC emissions it will be difficult for anyone to model ozone.

Emissions from Ocean Going Vessels are reduced in part because of a reduction in time spent “waiting at docks and anchorages due to navigation restrictions.” App. G, Att. 1 at 1. Another strategy to reduce these emissions is to provide for, or even require, shore power. This will allow ships waiting at docks to power themselves using cleaner energy drawn from the electricity grid. Another emissions control strategy for these ships is the use of a vessel based emissions control system such as the Advanced Maritime Emissions Control Strategy or AMECS system. The Port Authority should require these technologies.

Additionally, information should be included regarding the increases to truck and rail traffic moving extra freight generated by the increase in waterway traffic and larger ships. The effects on air quality, and impacts to existing infrastructure and communities in and around the port should be included in this study. Economic development should not be the sole consideration - health, safety, and existing infrastructure will all be impacted.

II. Hazardous, Toxic, and Radioactive Waste

We appreciate that the USACE has not recommended widening near Patrick Bayou and other sites with known risk. We are concerned about the risks of the project at the San Jacinto Waste Pits due to the potential for release of dioxin into the waterway.

III. Clean Water Act & Dredge Placement

Section 404(b) of the CWA requires appropriate balancing of established environmental guidelines with the economic impacts, specifically that dredge placement and/or disposal must not result in unacceptable adverse impact to the environment.

While the USACE has documented placement sites within the Dredged Material Management Plan (DMMP), it is still not clear exactly how wetlands are to be impacted by future sites and what form such an impact might take. USACE simply states that as the DMMP is further developed for the HSC ECIP and specific placement areas are identified, then such a conclusion will be reevaluated at a later time. We encourage the USACE to provide the public with a list of possible new placement areas, as well as document whether or not the wetlands are to be impacted by the new placement sites, and provide documentation as to what those comprehensive impacts may include.

Under Executive Order 11990, USACE takes note of its affirmative obligation to avoid new construction in wetlands unless no practical alternative is available, and that even then USACE must include all practical measures to minimize harm to wetlands that may result from such use. We appreciate the USACE's use of certain construction techniques that would avoid small wetlands along the north shore of the Bayport Ship Channel.

We encourage any efforts to avoid impacting wetlands as a result of O&M dredging activities, including the 5.7 acres of potential tidal marsh north and west of Morgan's Point. Should the wetlands be affected, or should potential wetlands become developed at a later time, we encourage that mitigation for potential loss in other areas of the watershed be implemented.

The LPP includes the development of three new upland placement areas (PAs): the East-east Clinton PA, the Beltway 8 one-time use PA, and an expansion of the existing Rosa Allen PA. Some existing PAs and planned expansions are located within populated communities, and in the upper Houston Ship Channel, these PAs are sited within communities of color. The FIFR-EIS states that the impacts from the PAs use for new work would be limited to a period of 6 months - 3 months for site preparation and 3 months for placement. Given the limited time, the USACE does not anticipate significant long-term exposure from air, noise, water or other impacts. As noted above, the location of some of these PAs are sited within neighborhoods. Many of these communities suffer from disparate rates of asthma and other chronic health conditions. Exposure to diesel pollution associated with dredging and placement, even if only for several months, may exacerbate health conditions. We encourage the USACE and the Port Authority to develop plans to mitigate health impacts from short-term exposure to pollution, in addition to routine testing of PAs, and the communities around PAs, to address any issues with exposure to contaminants from water and other material runoff.

Additionally, how does the USACE intend to incorporate the additional impacts and PA siting needs related to further expansions of the Houston Ship Channel? Specifically, the Coastal Barrier Project proposed under the USACE Coastal Texas Study is currently considering the creation of two one-way channels, both 600-feet wide across Bolivar Roads. Given the relevance and connection between these two projects, it's important for the USACE to provide additional information within the DMMP on related projects, so that affected and concerned citizens understand the comprehensive impacts of these projects.

IV. Climate Change

Climate change is an issue that has the potential to impact this project through sea level rise, increased annual precipitation, changes in salinity, extreme precipitation events and sedimentation, droughts, increased ozone formation due to higher temperatures, worker safety, etc.

The USACE and Port Authority should further study the impact that the expansion will have on climate change, not only through the emissions associated directly with the ECIP, but also through the acceleration of greenhouse gas emissions, which could lead to the higher emission scenarios described within the FIFR-EIS. Under a high emissions scenario where climate change goes unmitigated, the financial costs to the US economy could exceed \$500 billion per year by 2090.²

Additionally, it is unclear why Figure 3.2. in the FIFR-EIS has been redacted.

V. Environmental Justice

We believe that the FIFR-EIS insufficiently addresses environmental justice. One of the ways in which the interest of environmental justice communities could be better served is through language. Language barriers are common within the HSC area, and the FIFR-EIS does not appear to make recommendations about how those barriers can be overcome. For instance, some of the areas where upland dredge placement is planned are within communities where residents may speak Spanish or Vietnamese. Outreach and educational materials should be produced in English, Spanish, and Vietnamese so that communities can be prepared for any disturbances in their communities due to dredging and dredge placement.

Additionally, the FIFR-EIS should provide a comprehensive analysis of how the HSC expansion will have a lasting impact on the natural environment in terms of air and water quality, chemical and hazardous waste safety and wetlands preservation. While Appendix G provides some of this information, it tends to focus on the possible impacts delineated by race alone - instead of considering the varying demographics and stressors of vulnerable communities such as access to healthcare and pre existing conditions.

Furthermore, the people living in these block groups are already overburdened with environmental hazards by the concentration of industrial and petrochemical activity along the ship channel and in their backyards. These are precisely the kinds of communities that the Environmental Justice Executive Order 12898 was designed to protect. While the project will also affect other areas with higher incomes and a lower percentage of minority residents, this does not relieve the USACE of its duties under the executive order. We urge the USACE to conduct a proper analysis of possible adverse effects on vulnerable residents and on nearby communities with high populations of minority and low income residents.

The USACE, under Executive Order 12898, is obligated to consider the impacts of the HSC ECIP on low-income and/or populations of color. USACE must consider how the expansion of the HSC will not only have disproportionate impacts on vulnerable communities while the project is being implemented, including impacts to air pollution, water pollution, noise pollution, and additional traffic burdens, which may affect emergency evacuations. Further, USACE must consider how the ECIP will continue to have impacts on nearby communities in a cumulative manner for years to come.

Another way that communities could be better served is through recognizing that even temporary disturbances in pollution can have an impact. Even though the time frame of dredge site preparation and placement may be relatively brief (~6 months total), communities in the vicinity of segments 4 through 6 are generally exposed to higher concentrations of pollution due to their proximity to other sources. We

² <https://www.theatlantic.com/science/archive/2019/01/rcp-85-the-climate-change-disaster-scenario/579700/>

encourage the USACE to consider ways that pollution impacts can be mitigated over these timeframes of exposure.

VI. Environmental Health and Safety Risks to Children

Given the sensitivity of childrens' respiratory systems to exposure to pollution, we believe that the FIFR-EIS is insufficient in assessing the impact of port expansion on children's health. Several schools are located within the vicinity of the recommended plan within the upper part of the Houston Ship Channel. Traffic pollution causes 1 in 5 new cases of asthma globally, and these cases can arise even in areas where NOx pollution is within the World Health Organization's guideline of 21 ppb of NO₂.³

Thank you for the consideration of our comments during this public review.

Sincerely,

Stephanie Thomas
Public Citizen

Jordan Macha
Bayou City Waterkeeper

Rev. James Caldwell
Coalition of Community Organizations

Luke Metzger
Environment Texas

Joanie Steinhaus
Turtle Island Restoration Network

Iris Gonzalez
Coalition for the Environment, Equity, and Resilience

Kristine Singleton
Texas Health and Environmental Alliance

Bridgette Murray and Cleophus Sharp
Achieving Community Tasks Successfully

cc:

Port of Houston Authority
Rep. Sylvia Garcia, Texas District 29
Rep. Sheila Jackson-Lee, Texas District
Judge Lina Hidalgo, Harris County
Commissioner Adrian Garcia, Harris County Precinct 2

³ [https://www.thelancet.com/journals/lanpla/article/PIIS2542-5196\(19\)30046-4/fulltext](https://www.thelancet.com/journals/lanpla/article/PIIS2542-5196(19)30046-4/fulltext)

Council Member Jerry Davis, Houston City Council District B
Council Member Robert Gallegos, Houston City Council District I
Council Member David Robinson, Houston City Council At-Large 2
Council Member Sallie Alcorn, Houston City Council At-Large 5

Responses to Comments on Final Integrated Feasibility Report – Environmental Impact Statement

Letter from Public Citizen dated 13 April 2020

1. The project will take place in the Houston-Galveston-Brazoria ozone nonattainment area. But the GCD states that "modeling is not acceptable for ozone nonattainment areas due to the complexity of ozone formation from precursor pollutants and the limitations of current air quality models." In fact there are models available for ozone, and the GCD has not demonstrated why the complexity of models or the limitations of available models have prevented the Army Corps from conducting any modeling at all. Ozone behavior in the atmosphere is nonlinear, meaning that under certain circumstances reductions in nitrogen oxide (NOx) pollution may actually increase ozone. Air pollution modeling, including ozone and ozone precursors, is needed to determine how this project will affect regional air quality.

Response:

The reference to the acceptability of modeling is based on the language of the General Conformity Regulation itself. For General Conformity, modeling for ozone is not a method that federal agencies can use to determine that a federal project conforms to the applicable SIP (40 C.F.R. Section 93.158(a)). EPA explained the reasoning for this limitation in the preamble to the final rule titled "Revisions to the General Conformity Regulations":

Air quality modeling cannot be used to demonstrate conformity for emissions of ozone precursors or nitrogen dioxide (NO₂). As stated in EPA's proposal of the 1993 regulations (58 FR 13845), due to the complex interaction of the ozone precursors, the regional nature of the ozone and NO₂ problems, and limitations of current air quality models, it is not generally appropriate to use an air quality model to determine the impact on ozone or NO₂ concentrations from a single emission source or a single Federal action.

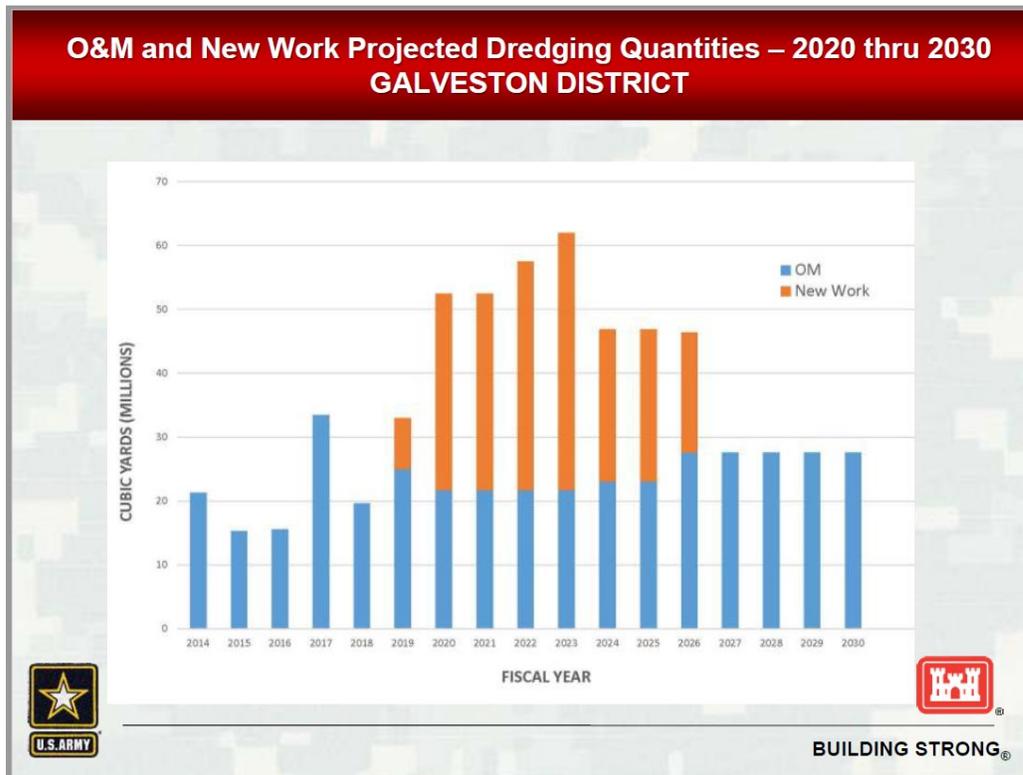
75 ed. Reg. 17254, 17,256

2. There are three tiers of emissions standards for marine engines, including dredges. The GCD states that "it is not possible to predict the actual equipment that will be brought to the project by contractors who have yet to be selected." However, the Port of Houston Authority ("Port Authority") could require its contractors to use whatever equipment it wished. We recommend that the Port require Tier 2 or 3 marine engines as a strategy to reduce emissions.

Response:

The General Conformity Determination is based on the conservative assumption of all equipment being Tier 1. While the chosen contractors may utilize equipment that will be a mix of Tier 1, 2, and 3, the General Conformity analysis cannot assume a less conservative

equipment mix due to the limited availability of equipment as a result of the increased dredging activity that will occur over the next several years. This increased dredging activity is shown in the following graph that was presented by Col. Timothy Vail, the USACE Galveston District Commander, at a Western Dredging Association Gulf Coast Chapter annual meeting on November 14, 2019.



This chart only shows the Galveston District, encompassing the Texas Coast. Other coastal USACE districts may also experience increased dredging activity, which will further limit dredging equipment availability.

3. The GCD assumes that larger, newer vessels will call at the port over time. The GCD assumes, for example, that all PPX3 vessels will meet Tier 3 emissions standards. The Port Authority should ensure that the assumptions made about cleaner vessels are met by actual vessel traffic. The Port Authority should cap the number of older, dirtier vessels that are allowed to travel the Houston Ship Channel. The Authority could also incentivize clean vessel use by giving priority to cleaner traffic.

Response:

Port Houston does not have the authority to restrict vessel movements in the Houston Ship Channel, so banning older vessels or giving priority to cleaner vessels is not within our authority.

4. The USACE concludes that "the reduction in ship channel operational emissions resulting from the project's navigation improvements would produce greater long-term emissions reductions." But the GCD has not accounted for truck and rail traffic that will increase as a result of greater freight volumes passing through the port. If a single large cargo ship carries 10,000 TEUs, then at least 5,000 semi trucks with individual capacities of 2 TEUs would be needed to distribute its cargo. These trucks will increase air pollution in the area. The GCD should estimate those emissions and demonstrate that they also conform to the HGB SIP.

Response:

General Conformity is a federal regulatory program designed to ensure that actions taken by Federal entities, such as this dredging project proposed by the USACE, conform to states' plans to meet the national ambient air quality standards (NAAQS). The federal action for this project, consists of the deepening and widening of the Houston Ship Channel, including the direct and indirect emissions associated with the dredging activity. The commenter suggests that there may be increased emissions from trucks and rail traffic. However, the project would involve modifications only to the existing channels and waterways and would not add or modify any landside facilities that process cargo, such as berths, cranes, docks, storage areas, (i.e. "backlands") or related handling equipment (e.g. rubber-tired gantry cranes, hustlers, stackers etc.). The project would not add or enhance any intermodal transfer facilities such as portside rail and truck yards. Further, the General Conformity Regulation defines indirect emissions as those emissions that, among other things, the Federal agency can not only reasonably foresee, but also practically control and exercise continuing program responsibility over. See 40 CFR 93.152.

Throughout the preamble to the General Conformity Regulation, EPA reiterates that "it is unreasonable to expect Federal agencies to control indirect emissions over which they have no continuing authority to control," and that inclusion of such emissions in general conformity determinations could "unreasonably restrict Federal actions so that they are generally prohibited in areas with air quality problems." 58 Fed. Reg. 63,214, 63219-20 (Nov. 30, 1993). EPA provides numerous examples of emissions that would fall outside of the relevant agency's ability to control and program responsibility. One such example is construction of a shopping center that requires a wetland to be filled. Although the USACE has authority over the filling activity and would be required to evaluate emissions associated with the filling operation, the USACE "could not practicably maintain control over and would not have a continuing program responsibility to control indirect emissions from subsequent construction, operation, or use of that shopping center." 58 Fed. Reg. 63,214, 63,223 (Nov. 30, 1993). Therefore, "only those emissions from the equipment and motor vehicles used in the filling operation, support equipment, and emissions from the movement of the fill material itself would be included in the [general conformity] analysis." Id. Although it may well have been foreseeable that operation of the shopping center could cause increased emissions from, for example, trucks hauling merchandise to the mall, it would be impracticable for USACE to attempt to account

for and mitigate those emissions when its program responsibility only extends to the filling of the wetland.

For the Port of Houston dredging project, the potential emissions from truck or rail traffic are neither practically controllable by the USACE nor subject to the USACE's continuing program responsibility. Therefore, such emissions are not required to be included in the General Conformity Determination for this project.

5. The emissions projections include nitrogen oxides (NO_x) and hydrocarbons (HC) but not volatile organic compounds (VOCs). App. G, Att. 1 at 1. The projections should include VOCs. The General Conformity Determination does not model emissions' ozone formation or its impact on the Houston-Galveston-Brazoria ozone nonattainment area. Without an estimate of VOC emissions it will be difficult for anyone to model ozone.

Response:

Modeling of ozone is not a tool that is allowed under the General Conformity Determination process (See response #1). With regards to the emissions projections presented in Attachment 1 of Appendix G, these were originally put forth as a strategy to minimize emission impacts on the HGB SIP in the Draft General Conformity Determination. After working with TCEQ, this strategy was not found to be valid for this project and the reductions projected in Attachment 1 were not used as a reduction in emission impacts. Estimates of VOC emissions can be found in Appendix J – General Conformity Determination, along with the offsetting mitigation for those emissions.

6. We appreciate that the USACE has not recommended widening near Patrick Bayou and other sites with known risk. We are concerned about the risks of the project at the San Jacinto Waste Pits due to the potential for release of dioxin into the waterway.

Response:

There is no work proposed near the San Jacinto Waste Pits as part of the HSCECIP. The Pits are approximately two miles from the closest proposed channel work. The project does not propose any widening or deepening within the San Jacinto River.

7. The LPP includes the development of three new upland placement areas (PAs): the East-east Clinton PA, the Beltway 8 one-time use PA, and an expansion of the existing Rosa Allen PA. Some existing PAs and planned expansions are located within populated communities, and in the upper Houston Ship Channel, these PAs are sited within communities of color. The FIFR-EIS states that the impacts from the PAs use for new work would be limited to a period of 6 months - 3 months for site preparation and 3 months for placement. Given the limited time, the USACE does not anticipate significant long-term exposure from air, noise, water or other impacts. As noted above, the location of some of these PAs are sited within neighborhoods. Many of these communities suffer from disparate rates of asthma and

other chronic health conditions. Exposure to diesel pollution associated with dredging and placement, even if only for several months, may exacerbate health conditions. We encourage the USACE and the Port Authority to develop plans to mitigate health impacts from short-term exposure to pollution, in addition to routine testing of PAs, and the communities around PAs, to address any issues with exposure to contaminants from water and other material runoff.

Response:

The material to be placed in these PAs has been tested for contaminants and will continue to be tested in the future prior to placement. Modeling for suitability of material in accordance with TCEQ and EPA regulations is underway to ensure that the material meets the requirements of the Clean Water Act for material placement.

8. Additionally, how does the USACE intend to incorporate the additional impacts and PA siting needs related to further expansions of the Houston Ship Channel? Specifically, the Coastal Barrier Project proposed under the USACE Coastal Texas Study is currently considering the creation of two one-way channels, both 600-feet wide across Bolivar Roads. Given the relevance and connection between these two projects, it's important for the USACE to provide additional information within the DMMP on related projects, so that affected and concerned citizens understand the comprehensive impacts of these projects.

Response:

The FIFR-EIS for the HSCECIP includes a Dredge Material Management Plan (DMMP) that addresses the placement for new work and maintenance material for the federal channel as well as non-federal channel dredging projects. The DMMP was included in the FIFR-EIS as Appendix R.

With respect to other projects, such as the Coastal Texas Study, the DMMP is designed for placement of material originating from the Houston Ship Channel system. The team could not plan for placement of material from studies that were not complete and did not have estimates of their needs.

The project team works with the Beneficial Use Group (BUG), which is comprised of representatives of state and federal resource agencies, on a regularly scheduled basis. The BUG works to find ways to utilize dredged material within the Galveston Bay region so that it remains in the watershed and provides ecosystem benefits to the greatest extent possible. The project team will continue this work during the design and construction phases of the project.

9. The USACE and Port Authority should further study the impact that the expansion will have on climate change, not only through the emissions associated directly with the ECIP, but also through the acceleration of greenhouse gas emissions, which could lead to the higher

emission scenarios described within the FIFR-EIS. Under a high emissions scenario where climate change goes unmitigated, the financial costs to the US economy could exceed \$500 billion per year by 2090.

Response:

Comment noted. Per the General Conformity analysis (see Appendix J of the FIFR-EIS report), projected reductions in ship channel operational emissions resulting from navigational improvements would have an overall reduction on long-term greenhouse gas emissions. Emissions from construction would also be offset by the reductions in post-project operational emissions. On May 17, 2018, United States President Donald Trump signed an EO repealing EO 13693 including all requirements to reduce greenhouse gas pollution.

10. Additionally, it is unclear why Figure 3.2. in the FIFR-EIS has been redacted.

Response:

The redaction was unintentional. The figure has been replaced with the unredacted version.

11. Language barriers are common within the HSC area, and the FIFR-EIS does not appear to make recommendations about how those barriers can be overcome. For instance, some of the areas where upland dredge placement is planned are within communities where residents may speak Spanish or Vietnamese. Outreach and educational materials should be produced in English, Spanish, and Vietnamese so that communities can be prepared for any disturbances in their communities due to dredging and dredge placement.

Response:

Limited English Proficiency (LEP) populations defined as populations that identify themselves as speaking English "less than very well" were identified in the project study area. The Census data showed that a majority of LEP population were Spanish speaking, a small percentage of the LEP population were shown as Asian speaking. Therefore, the USACE accommodated Spanish speaking LEP populations by publishing the meeting announcements in a Spanish Language newspaper (La Voz), and provided meeting materials in Spanish such as attendee card, agenda, comment form, newsletter, a transcript of the presentation in Spanish and Spanish speaking staff were available at the meeting.

12. Additionally, the FIFR-EIS should provide a comprehensive analysis of how the HSC expansion will have a lasting impact on the natural environment in terms of air and water quality, chemical and hazardous waste safety and wetlands preservation. While Appendix G provides some of this information, it tends to focus on the possible impacts delineated by race alone - instead of considering the varying demographics and stressors of vulnerable communities such as access to healthcare and preexisting conditions.

Response:

Appendix G, examines potential impacts to air and water quality, hazardous waste, safety and ecological and biological impacts. In Appendix G, Section 1.6, socioeconomic considerations such as existing communities, population, employment, income, ethnicity and race, community resources and facilities, and recreational resources were examined. The proposed project would not impact access to existing health care. Long term, chronic exposure to criteria pollutants, including NOx, would decrease as a result of the recommended plan due to overall reductions in ship channel operational emissions. Therefore, impacts to sensitive populations who could have pre-existing conditions are not anticipated.

13. The USACE, under Executive Order 12898, is obligated to consider the impacts of the HSC ECIP on low-income and/or populations of color. USACE must consider how the expansion of the HSC will not only have disproportionate impacts on vulnerable communities while the project is being implemented, including impacts to air pollution, water pollution, noise pollution, and additional traffic burdens, which may affect emergency evacuations. Further, USACE must consider how the ECIP will continue to have impacts on nearby communities in a cumulative manner for years to come.

Response:

The HSC ECIP examined the potential impacts to environmental justice as defined by Executive Order 12898 for both minority and/or low-income populations. As discussed in Appendix G, EJ communities were present in the study area but disproportionately high and adverse impacts as result of the proposed project are not anticipated.

As discussed in Section 7.6 of the FIFR-EIS, only the resource categories that were determined to have the potential for significant adverse effects were carried forward to cumulative impacts analysis.

14. Another way that communities could be better served is through recognizing that even temporary disturbances in pollution can have an impact. Even though the time frame of dredge site preparation and placement may be relatively brief (~6 months total), communities in the vicinity of segments 4 through 6 are generally exposed to higher concentrations of pollution due to their proximity to other sources. We encourage the USACE to consider ways that pollution impacts can be mitigated over these timeframes of exposure.

Response:

Concerns regarding air quality, dust, or odor are described in the FIFR-EIS and states that the proposed channel modifications and subsequent PA's will not affect efforts to reduce risk of flood and other disaster risks, or efforts to reduce disease-carrying vectors and insects. It will have no bearing on safety risks to community populations and property on land. It will have no impact on emergency services or medical treatment facilities. As discussed in Section 7, the LPP will have no significant long-term adverse effects on water or air quality. Reductions in navigation congestion and constraints could contribute to the reduction of

vessel accidents that could result in releases, but this has not been quantified. No residential displacements would occur; adverse impacts due to increased traffic noise and air quality degradation are not anticipated, and areas with shoreline impacts are not located in areas with high minority or low-income populations; therefore, disproportionately high and adverse impacts on minority and low-income populations are not anticipated. The channel modifications would not be expected to have significant indirect effects on the demographics of the project area or broader study area.

The USACE, through the engineer research and development center, has conducted a thorough analysis of material that accounts for the toxicity to aquatic receptors, surface water quality standards, bioaccumulation and elutriate (contaminant migration from suspension). In addition to the fact that the material is acceptable for placement regarding water quality impacts, the placement areas selected have no human receptors i.e. use of ground or surface water. Material testing will continue as the project continues to ensure that the material that is deposited into the PA's is suitable.

The established PA's that have been selected to be utilized have been used for dredge material placements for some time historically and have not shown a proclivity impact the neighboring community via air, water or soil quality issues. Many of the established PA's identified in the DMMP will be retired after they have been utilized and filled to capacity in this project. This can lead to social uplift via conversion to a local amenity such as a park, sports fields, or other publicly beneficial locations.

15. Given the sensitivity of children's respiratory systems to exposure to pollution, we believe that the FIFR-EIS is insufficient in assessing the impact of port expansion on children's health. Several schools are located within the vicinity of the recommended plan within the upper part of the Houston Ship Channel. Traffic pollution causes 1 in 5 new cases of asthma globally, and these cases can arise even in areas where NO_x pollution is within the World Health Organization's guideline of 21 ppb of NO₂.

Response:

Comment noted. As a long term result of the project, chronic exposure to criteria pollutants, including NO_x, would decrease as a result of the recommended plan due to overall reductions in ship channel operational emissions. Additionally, Tier 2 engines are more becoming more commonplace in construction equipment fleets in recent years, which will reduce short-term construction emissions in areas where schools are in close proximity.