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

Final Integrated Feasibility Report – Environmental Impact Statement

APPENDIX E

PUBLIC COORDINATION:

Attachment 1: Public Scoping Meeting Summary Report

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
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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 Barbours 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 Barbours 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.

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<thead>
<tr>
<th>Newspaper</th>
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<tr>
<td>Houston Chronicle</td>
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<td>La Voz</td>
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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 903(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–PDP–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:


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 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. 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) within this area 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.

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@useace.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: CEIW–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.


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 handicapped 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
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.

<table>
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<th>Tuesday, May 17, 2016</th>
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<tr>
<td>5:30 p.m. to 8:00 p.m. Houston Community College Northeast Campus 555 Community College Drive Houston, TX 77013</td>
<td>5:30 p.m. to 8:00 p.m. Sylvan Beach Pavilion 1 Sylvan Beach Dr. La Porte, TX 77571</td>
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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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RAN A LEGAL NOTICE
SIZE BEING: 2 x131 L
Product Houston Chronicle

Date Apr 22 2016 Class Legal Notices Page B 5

NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 22nd Day of April A.D. 2016

[Signature]
Notary Public in and for the State of Texas
BUSINESS

Google's stumble means its parent misses forecast

By David Streifeld

Google, in a troubled quarter, reported a sharp decline in its parent company, Alphabet, which owns the search giant.

The Silicon Valley company, which made a 91% profit in the fourth quarter of 2015, reported a 20% decline in its earnings for the first quarter of 2016.

Revenue for the quarter was $30.6 billion, down from $36.9 billion in the previous quarter.

In a statement, Google CEO Larry Page said the company had experienced a challenging quarter.

"We had a tough quarter," Page said.

"The company brought back Patti from Google+, a key service for the internet, to focus on the needs of our users, and to bring our products and services back to the forefront of what we're doing.

"We're excited about the future of our company and the opportunities ahead."
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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Product Houston Chronicle
Date May 6 2016 Class Legal Notices Page B 4

NEWSPAPER REPRESENTATIVE

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

Notary Public in and for the State of Texas
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:

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Notary Public in and for the State of Texas
La pista de césped para los Juegos de Rio 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

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

Soldados que han combatido en el pasado y que aún trabajan para la paz, en Michael Jordan, y los Spurs. Con ellos ganó cinco títulos, pero también aprendió los secretos de juego de dos de los mejores jugadores, Phil Jackson y Greg Popovich.

Nadal, abanderado

Rafael Nadal, el mejor tenista del mundo, llegará a Río de Janeiro, y el tenista español durante el verano de 2016, anotó que el tenista es muy importante para el tenista.

Thomas Robinson, que jugó para la selección olímpica de EE.UU. en los Juegos de Río, dijo que el tenista es un líder en el tenista, y que está en la cima del tenista.

Astronautas, anclados en Houston

Las tripulaciones de la NASA, que acudieron a los Juegos de Río, se llevarán un video con los astronautas de la NASA, que se llevarán a los Juegos de Río.

La lenta reacción de los astronautas en el segundo cuarto de la final de cuartos de final de Fútbol, que se llevó a cabo en el estadio Maracaná en Río de Janeiro, fue el momento en que el tenista rompió el cinturón de la liga. El tenista, que jugó en la final de la liga, dijo que los astronautas en el segundo cuarto de la final de cuartos de final de Fútbol, que se llevarán a los Juegos de Río, se llevarán un video con los astronautas de la NASA, que se llevarán a los Juegos de Río.

BREVES

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Los astronautas en el segundo cuarto de la final de cuartos de final de Fútbol, que se llevarán a los Juegos de Río, se llevarán un video con los astronautas de la NASA, que se llevarán a los Juegos de Río.

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

Benjamin Wehrmund

Hay algo muy claro para los padres que van a enviar sus hijos a la universidad: el precio de los estudios superó la inflación. El costo de la matrícula y otras tarifas en los costos de los estudiantes de la Universidad de Texas en Austin se ha duplicado desde hace cuatro años. Los dirigentes de la universidad han aumentado un 49% por ciento desde 2005, mientras que los costos de los estudiantes de la universidad han aumentado un 49% por ciento desde 2005, 1.000,000 de por ciento.

Patrick y Seliger piensan que el aumento a los dirigentes de la universidad del 30% debe ser igualmente de por ciento.

Muchos de los que han beneficiado de la universidad de Texas, que incluyen a los padres universitarios, han expresado su duda de que la universidad sea está menos eficiente.

"El presidente de la universidad de Texas, el financiamiento del estado para la educación pública disminuyó un 52% por ciento de 2008 a 2010, cuando tenemos un déficit presupuestal", dijo Patrick.

"Los ingresos netos de la universidad de Texas aumentaron un 49% por ciento en este período, también ajustado a la inflación.

La posibilidad de que los dirigentes universitarios, para recuperar su propio coste de la matrícula, ha sido algo que nos ha ayudado a pensar en cómo competir en la escuela, en cómo competir con otras universidades.

Asignación de fondos

El vicerrector de la universidad de Texas, el financiamiento del estado para los costos de la matrícula ha aumentado un 52% por ciento de 2008 a 2010, cuando tenemos un déficit presupuestal. Los ingresos netos de la universidad de Texas aumentaron un 49% por ciento en este período, también ajustado a la inflación.

La posibilidad de que los dirigentes universitarios, para recuperar su propio coste de la matrícula, ha sido algo que nos ha ayudado a pensar en cómo competir en la escuela, en cómo competir con otras universidades.

"Fue un año horrible", dijo el director del vicerrector de la universidad de Texas, el financiamiento del estado para los costos de la matrícula ha aumentado un 52% por ciento de 2008 a 2010, cuando tenemos un déficit presupuestal. Los ingresos netos de la universidad de Texas aumentaron un 49% por ciento en este período, también ajustado a la inflación.

"Hemos tenido que hacer mucho en lo que se refiere a la asignación de fondos. Hemos tenido un aumento del 49% por ciento en los costos de la matrícula, el cual fue aprobado en la sesión legislativa de 2013.

Los dirigentes universitarios expresaron su satisfacción con los fondos adicionales, pero dijeron que no son suficientes para cubrir los nuevos costos de operación.

Las universidades de Texas también tuvieron que lidiar con los aumentos de los costos de las universidades y otras instituciones de educación superior de la universidad de Texas, que disminuyeron un 52% por ciento de 2008 a 2010, cuando tenemos un déficit presupuestal. Los ingresos netos de la universidad de Texas aumentaron un 49% por ciento en este período, también ajustado a la inflación.

No obstante, el 60% por ciento de los estudiantes que se gradúan de sus universidades son más baratos en Texas que en otras estados.

"Tenemos que garantizar que la educación superior permanezca accesible", dijo Paredes al panel. "Estamos trabajando para que eso suceda, pero tenemos que seguir trabajando para que eso suceda."
Appendix C

Stakeholder Database
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<td>Mr.</td>
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<td>Congressional District 36</td>
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<td>Congressional District 2</td>
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<td>Congressman</td>
<td>US House of Representatives</td>
<td>Congressional District 2</td>
<td>710 N. Post Oak Road, Suite 510</td>
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<td>Greg</td>
<td>Abbott</td>
<td>Governor of Texas</td>
<td>Office of the Governor</td>
<td>P.O. Box 12428</td>
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<td>Ana</td>
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<td>State House District 143</td>
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<td>Wayne</td>
<td>Faircloth</td>
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<td>Texas House of Representatives</td>
<td>State House District 23</td>
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<td>Bonnen</td>
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<td>Harold V.</td>
<td>Dutton</td>
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<td>State House District 142</td>
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<td>Paul</td>
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<td>Smith</td>
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<td>Texas House of Representatives</td>
<td>State House District 128</td>
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<td>Creighton</td>
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<td>Texas State Senate</td>
<td>State Senate District 4</td>
<td>P.O. Box 12068</td>
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<td>Taylor</td>
<td>Senator</td>
<td>Texas State Senate</td>
<td>State Senate District 11</td>
<td>174 Calder Road, Suite 151</td>
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<td>6117 Broadway, Suite 122</td>
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<td>Ms.</td>
<td>Sylvia</td>
<td>Garcia</td>
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<td>State Senate District 6</td>
<td>5425 Polk Street, Suite 125</td>
<td>Houston</td>
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Appendix D

News Release
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.

Appendix E

Coordinating Agency Letters
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:

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 are also inviting you to participate in an Interagency Meeting of Federal, tribal, and State agencies that may be interested or required by law to review the Federal proposal to be developed by this study. The Interagency Meeting is scheduled to be held at the following date, time and location:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Galveston, Texas 77550  
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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwes  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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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,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

[Signature]

Eric W. Venwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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.

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Sincerely,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwes
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Appendix F

Elected Official and Tribal Coordination Letters
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,

[Signature]

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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.

The public notice meeting 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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. Paul Newman III
Alderman
City of Beach City
12723 FM 2354
Beach City, TX 77523

To Mr. Newman 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.

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Raymond Smith
Alderman
City of Beach City
12723 FM 2354
Beach City, TX 77523

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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Byran Hoerner  
Council Member  
City of Clear Lake Shores  
1006 South Shore Drive  
Clear Lake Shores, TX 77565  

To Mr. Hoerner:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Carlo Ianni  
Council Member  
City of Clear Lake Shores  
1006 South Shore Drive  
Clear Lake Shores, TX 77565  

To Mr. Ianni:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
26 April 2016

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

To Mr. Johnson:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Ms. Sherry Garrison  
Council Member 1  
City of Deer Park  
710 E. San Augustine St.  
Deer Park, TX 77536

To Ms. Garrison:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. Tommy Ginn
Council Member 3
City of Deer Park
710 E. San Augustine St.
Deer Park, TX 77536

To Mr. Ginn:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Bill Patterson  
Council Member 4  
City of Deer Park  
710 E. San Augustine St.  
Deer Park, TX 77536  

To Mr. Patterson:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
To Mr. Ron Martin:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
To Mr. Mouton, Jr.:

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For further information, please contact Ms. Tammy Gilmore, CEMVN–P DN–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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Jeff Tave
Council Member 5
City of El Lago
411 Tallowood Dr
El Lago, TX 77586

To Mr. Tave:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Robert White  
Mayor  
City of El Lago  
411 Tallowood Dr  
El Lago, TX 77586

To Mr. White:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
To Mr. Hinojoa, Jr.:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
Ms. Maricela Serna
Position 3
City of Galena Park
2000 Clinton Dr. P.O. Box 46
Galena Park, TX 77547

To Ms. Serna:

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,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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:

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,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. David Robinson  
Council Member At-Large 2  
City of Houston  
900 Bagby, City Hall Annex, First Floor  
Houston, TX 77002  

To Mr. Robinson:

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,

[Signature]

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. Michael Kubosh  
Council Member At-Large 3  
City of Houston  
900 Bagby, City Hall Annex, First Floor  
Houston, TX 77002

To Mr. Kubosh:

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,

[Signature]

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Eric W. Verwers  
Director, Regional Planning and  
Environmental Center

26 April 2016
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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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.

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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.

The public notice indicates that 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.

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. Mike Laster  
Council Member District J  
City of Houston  
900 Bagby, City Hall Annex, First Floor  
Houston, TX 77002  

To Mr. Laster:  

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Larry Green  
Council Member District K  
City of Houston  
900 Bagby, City Hall Annex, First Floor  
Houston, TX 77002

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,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. Sylvester Turner  
Mayor  
City of Houston  
900 Bagby, City Hall Annex, First Floor  
Houston, TX 77002

To Mr. Turner:

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,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
26 April 2016

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

To Mr. Rivas:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
26 April 2016

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

To Mr. Robinson:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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. Allen Lee  
Council Member 3  
City of Jacinto City  
1301 Mercury Drive  
Houston, TX 77029

To Mr. 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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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Ms. Carmela Garcia  
Council Member 4  
City of Jacinto City  
1301 Mercury Drive  
Houston, TX 77029

To Ms. Garcia:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
To Mr. Gonzales:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Ms. Ana Diaz  
Mayor  
City of Jacinto City  
1301 Mercury Drive  
Houston, TX 77029  

To Ms. Diaz:  

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 public notice will be available from the USACE Houston District website: http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx. 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.

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.

Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
To Ms. Trevino:

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 public notice states that 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.

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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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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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Sincerely,  

Eric W. Verwers  
Director, Regional Planning and Environmental Center
To Mr. Rast:

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Sincerely,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Ms. Dottie Kaminski  
Council Member At Large B  
City of La Porte  
604 W. Fairmont Parkway  
La Porte, TX 77571

To Ms. Kaminski:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center

26 April 2016
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.

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–P DN–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,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Bob Warters
Council Member
City of Nassau Bay
1800 Space Park Dr. Suite 200
Nassau Bay, TX 77058

To Mr. Warters:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
To Mr. Klug:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. John Mahon  
Council Member  
City of Nassau Bay  
1800 Space Park Dr. Suite 200  
Nassau Bay, TX 77058

To Mr. Mahon:

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,

*Signature*

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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. Jonathan Amdur  
Council Member  
City of Nassau Bay  
1800 Space Park Dr. Suite 200  
Nassau Bay, TX 77058  

To Mr. Amdur:  

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,

[Signature]

Eric W. Verwers  
Director, Regional Planning and Environmental Center
26 April 2016

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

To Mr. Denman:

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,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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. Bruce Leamon
Council Member
City of Pasadena
1211 Southmore
Pasadena, TX 77502

To Mr. Leamon:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
To Mr. Wheeler:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
26 April 2016

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

To Mr. Morrison:

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Eric W. Verwers  
Director, Regional Planning and Environmental Center
To Mr. Casados:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Ornaldo Ybarra  
Council Member  
City of Pasadena  
1211 Southmore  
Pasadena, TX 77502

To Mr. Ybarra:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
26 April 2016

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

To Mr. Bass:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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. O.J. Miller
Council Member
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Mr. Miller:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Melissa Botkin  
Council Member  
City of Seabrook  
1700 First St.  
Seabrook, TX 77586

To Mr. Botkin:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. Mike Giangrosso  
Council Member  
City of Seabrook  
1700 First St.  
Seabrook, TX 77586

To Mr. Giangrosso:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Ms. Glenna Adovasio
Council Member
City of Seabrook
1700 First St.
Seabrook, TX 77586

To Ms. Adovasio:

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Sincerely,

[Signature]
Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Glenn Royal  
Mayor  
City of Seabrook  
1700 First St.  
Seabrook, TX 77586

To Mr. Royal:

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Sincerely,

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
26 April 2016

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

To Mr. Wheeler:

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For further information, please contact Ms. Tammy Gilmore, CEMVN–PD–PONM–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,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
Ms. Nancy J. Schnell  
Council Member  
City of Shoreacres  
601 Shoreacres Blvd.  
Shoreacres, TX 77571

To Ms. Schnell:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Jerome McKown  
Council Member  
City of Shoreacres  
601 Shoreacres Blvd.  
Shoreacres, TX 77571  

To Mr. McKown:

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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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. Richard Adams
Council Member
City of Shoreacres
601 Shoreacres Blvd.
Shoreacres, TX 77571

To Mr. Adams:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Rick Moses  
Mayor  
City of Shoreacres  
601 Shoreacres Blvd.  
Shoreacres, TX 77571  

To Mr. Moses:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
To Mr. Blanchard:

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Sincerely,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Tony Galt  
Council Member  
City of Taylor Lake Village  
500 Kirby Blvd.  
Taylor Lake Village, TX 77586  

To Mr. Galt:  

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. John Keeney  
Mayor  
City of Taylor Lake Village  
500 Kirby Blvd.  
Taylor Lake Village, TX 77586  

To Mr. Keeney:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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. Dedrick D. Johnson, Sr.  
Council Member  
City of Texas City  
P.O. Box 2608  
Texas City, TX 77592

To Mr. Johnson, Sr.:

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.

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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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Ms. Jami Clark
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Ms. 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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
To Mr. Land:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Ms. Dee Ann Haney
Council Member
City of Texas City
P.O. Box 2608
Texas City, TX 77592

To Ms. Haney:

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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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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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. 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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
26 April 2016

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

To Mr. Huddleston:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
26 April 2016

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

To Mr. Senac:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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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,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
To Mr. Holmes:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
26 April 2016

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

To Judge Henry:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
Mr. Gene Locke  
Commissioner  
Harris County  
1001 Preston, 9th Fl.  
Houston, TX 77002

To Mr. Locke:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Jack Morman
Commissioner
Harris County
1001 Preston, Rm. 924
Houston, TX 77002

To Mr. Morman:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. R. Jack Cagle  
Commissioner  
Harris County  
1001 Preston, Suite 950  
Houston, TX 77002  

To Mr. Cagle:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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. Steve Radack
Commissioner
Harris County
1001 Preston, 9th Floor
Houston, TX 77002

To Mr. Radack:

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,

[Signature]
Eric W. Verwers
Director, Regional Planning and Environmental Center
To Mr. Stanart:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
To Judge Emmett:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. John Culberson  
Congressman  
US House of Representatives  
10000 Memorial Drive Suite 620  
Houston, TX 77024

To Mr. Culberson:

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The public notice and this letter outline the study area and proposed modifications. 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.

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Michael McCaul  
Congressman  
US House of Representatives  
990 Village Square, Suite B  
Tomball, TX 77375

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. Pete Olson
Congressman
US House of Representatives
1650 Highway 6, Suite 150
Sugar Land, TX 77478

To Mr. Olson:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Pete Olson  
Congressman  
US House of Representatives  
6302 W. Broadway St, Ste 220  
Pearland, TX 77581

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
26 April 2016

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

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Randy Weber  
Congressman  
US House of Representatives  
122 West Way, Suite 301  
Lake Jackson, TX 77566

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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
26 April 2016

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

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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Sincerely,

[Signature]
Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Brian Babin  
Congressman  
US House of Representatives  
420 Green Avenue  
Orange, TX 77630

To Mr. Babin:

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,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
26 April 2016

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

To Mr. Poe:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Mr. Ted Poe  
Congressman  
US House of Representatives  
710 N. Post Oak Road, Suite 510  
Houston, TX 77024

To Mr. Poe:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
26 April 2016

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

To Ms. Jackson Lee:

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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Ms. Sheila Jackson Lee  
Congresswoman  
US House of Representatives  
4300 Lyons Ave.  
Houston, TX 77020

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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Sincerely,

[Signature]

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Ms. Sheila Jackson Lee  
Congresswoman  
US House of Representatives  
420 West 19th Street  
Houston, TX 77008

To Ms. Jackson Lee:

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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and Environmental Center
Mr. John Cornyn  
Senator  
US Senate  
5300 Memorial Drive Suite 980  
Houston, TX 77007

To Mr. Cornyn:

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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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and
Environmental Center
Mr. Greg Abbott
Governor of Texas
Office of the Governor
P.O. Box 12428
Austin, TX 78711

To Mr. Abbott:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
Ms. Ana Hernandez
Representative
Texas House of Representatives
1233 Mercury Drive
Houston, TX 77029

To Ms. Hernandez:

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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,  

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
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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Sincerely,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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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Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Larry Taylor  
Senator  
Texas State Senate  
174 Calder Road, Suite 151  
League City, TX 77573  

To Mr. Taylor:

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–PD–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](http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx)

Sincerely,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Mr. Larry Taylor  
Senator  
Texas State Senate  
6117 Broadway, Suite 122  
Pearland, TX 77581

To Mr. Taylor:

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,

Eric W. Verwers  
Director, Regional Planning and  
Environmental Center
Ms. Sylvia Garcia
Senator
Texas State Senate
5425 Polk Street, Suite 125
Houston, TX 77023

To Ms. Garcia:

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,


Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

Eric W. Verwers
Director, Regional Planning and Environmental Center
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,

[Signature]

Eric W. Verwers
Director, Regional Planning and Environmental Center
Appendix G

Attendee Cards
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: leberlin2@gmail.com
Affiliation/Afiliación: 

How did you learn about this scoping meeting? (Please check one)/Cómo 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):
Attendee Card/Tarjeta de Asistentes
Public Scoping Meeting
Tuesday, May 17, 2016
Houston Community College Northeast Campus
555 Community College Drive
Houston, TX 77013

HOUtON SHIIP CHANNEI
45-Foot Expansion Channel Improvement Project

ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PUBLICO?  □ 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: Derck302@yahoo.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): __________________________

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/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 Espinoza, Daniel

Mailing Address/Dirección 1919 Smith

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

Email Address/Correo Electrónico Daniel.espinoza@email.house.gov

Affiliation/Afiliación Congresswoman Sheila Jackson Lee

How did you learn about this scoping meeting? (Please check one)/Cómo 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) ____________________________________________________________
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@pdeengineers.com

Affiliation/Afilación  PPD Engineers

How did you learn about this scoping meeting? (Please check one)/Cómo 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)  Waterways magazine

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/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
Advis

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: 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/Afilación: Harris County

How did you learn about this scoping meeting? (Please check one)/Cómo 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)
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Public Scoping Meeting
Tuesday, May 17, 2016
Houston Community College Northeast Campus
555 Community College Drive
Houston, TX 77013

HOU STON SH IP CH AN NE L
45-Foot Expansion Channel Improvement Project

ARE YOU A PUBLIC OFFICIAL? ¿ES USTED UN FUNCIONARIO PUBLICO? □ YES/SI □ NO/NO If yes, position/Puesto: ____________________________

First and Last Name/Nombre y Apellido: Gordon Keenan

Mailing Address/Direccion: Hiqman Marine Service, 16530 Peninsula Rd

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

Email Address/Correo Electronico: gordiek@hiqman.com

Affiliation/Afiliacion: Hiqman Marine

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

□ Newspaper Notice/Aviso Periodico □ Notice in Mail/Aviso por Correo □ Website/Sitio web

□ Other (Please explain)/Otro (Por favor de explicar) ____________________________

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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 Joane Henderson

Mailing Address/Dirección 1001 Preston Suite 950

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

Email Address/Correo Electrónico jhenderson@hcp4.net

Affiliation/Afilación Harris County Commissioner Cagle

How did you learn about this scoping meeting? (Please check one)/Cómo 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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☒ Other (Please explain)/Otro (Por favor de explicar) INVOLEMENT WITH LOWES-STAR HECC

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☒ 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: 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/Afilación: 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 Periodico ☐ Notice in Mail/Aviso por Correo ☐ Website/Sitio Web

☐ Other (Please explain)/Otro (Por favor de explicar): ________________________________

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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 Dick Wright

Mailing Address/Dirección 431 Baynidge Rd

City, State, Zip Code/Ciudad, Estado, Código Postal Morgan's Point, TX 77571

Email Address/Correo Electrónico __________________________

Affiliation/Afilación __________________________

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First and Last Name/Nombre y Apellido: GILBERT PENNA

Mailing Address/Dirección: P.O. BOX 3113

City, State, Zip Code/Ciudad, Estado, Código Postal: PASADENA, TX, 77501

Email Address/Correo Electrónico: PENNA.GILBERT@SKGLOBAL.NET

Affiliation/Afilación: __________________________

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
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

<table>
<thead>
<tr>
<th>Segment</th>
<th>Depth</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turning Basin to Sims Bayou</td>
<td>36 Ft</td>
<td>300 Ft</td>
</tr>
<tr>
<td>Sims Bayou to Boggy Bayou</td>
<td>40 Ft</td>
<td>300 Ft</td>
</tr>
<tr>
<td>Boggy Bayou to Bolivar Roads</td>
<td>45 Ft</td>
<td>530 Ft</td>
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</tbody>
</table>

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.

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.

1. It’s my responsibility to maintain navigability of the Houston Ship Channel, and it’s time to look at improving the ship channel.
2. I’m going to prepare an EIS and Feasibility Study, and I need your help!
3. Scoping Meeting
   - Please consider the following:
   - Here are the proposed Alternatives.
4. Potential Effects
   - Socioeconomic
   - Natural Environment
   - Air and Water Quality
   - Historic and Cultural
5. Please consider...
6. Here are the proposed Alternatives.
   - Alternative 2
   - Alternative 3
   - 2017
7. Here are my comments...
8. Here are the proposed Alternatives.
   - Alternative 2
   - Alternative 3
   - 2019
9. I have a Record of Decision about the EIS and Feasibility Study. Now I can construct the plan.
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 __________________________________________________________

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☐ Other (Please explain)/Otro (Por favor de explicar)
**Comment Form/ Formulario de Comentarios**

**ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?**

- [ ] Yes/Sí
- [ ] No/No
  If yes, position/Puesto: ________________________________

<table>
<thead>
<tr>
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- [ ] 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.)**

________________________________________________________________________________________
________________________________________________________________________________________
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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.
**Voice-over Narration Script**

<<Musical introduction to video>>

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.

**Storyboard (images, on-screen text, etc.)**

Motion graphic: USACE logo and project title

On-Screen text: the Houston Ship Channel 45-Foot Expansion Channel Improvement Project

General HSC images (vessels, barges, cranes, truck traffic with containers, Coast Guard vessels)

USACE public involvement images (from previous studies)

This study is intended to identify and evaluate a combination of modifications to improve the efficiency and safety of the Houston Ship Channel.

**About the Houston Ship Channel**

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 an integral part of the regional and state economy. 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.

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 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.

**Voice-over Narration Script**

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<th><strong>Storyboard (images, on-screen text, etc.)</strong></th>
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<td><em>So, what is an Environmental Impact Statement?</em> A Federal agency must prepare an EIS if it is proposing a <em>major federal action</em> 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.</td>
<td>On-screen text: <em>What is an EIS?</em> On-screen text: <em>EIS: Environmental Impact Statement</em> <em>NEPA: National Environmental Policy Act</em> Images: coordination between agencies (previous USACE coordination footage could be used here); footage or images of planning meetings; general Houston Ship Channel footage.</td>
</tr>
<tr>
<td><em>So, what is a Feasibility Study?</em> 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.</td>
<td>On-screen text: <em>What is a Feasibility Study?</em> Images: The Corps 6-step process diagram.</td>
</tr>
<tr>
<td><em>What is the focus of the study?</em> 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.</td>
<td>On-screen text: <em>What is the focus of the study?</em> Images: Vessel traffic, general HSC operations On-screen text: <em>This study does not include deepening of the channel beyond 45 feet Mean Low Tide (MLT).</em></td>
</tr>
</tbody>
</table>
| Currently, the channel’s authorized dimensions vary:  
  - 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. | An aerial or mapped flyover that indicates channel widths and depths |
### Voice-over Narration Script

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 effort, the ship channel has been divided into six segments:
- The Bay Reach,
- The Bayport Channel,
- The Barbours Cut Channel,
- Boggy Bayou to Sims Bayou, near the Washburn Tunnel,
- Sims Bayou to the 610 Bridge, and finally,
- The 610 Bridge to the Main Turning Basin.

### Storyboard (images, on-screen text, etc.)

Regional map that highlights each area

On-screen “flyover” mapping indicating the various segments, one at a time

### The study has several 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; and
4. Establish environmentally suitable placement areas

Please note, this study does **not** include deepening of the channel beyond 45 feet.

### On-screen text:
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

### 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

### Image montage matching the structural methods announced:
- 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**

**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.

**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.

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.

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.

More information about the project may be found online at:
http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx

We thank you for your participation and look forward to hearing your feedback. Thank you!

**Storyboard (images, on-screen text, etc.)**

<table>
<thead>
<tr>
<th>On-screen text: Where are we in the study process?</th>
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<tbody>
<tr>
<td>• Comment form shown on-screen</td>
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<td>• Footage of individuals filling out comment forms</td>
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<tr>
<td>• Environmental ship channel images (birds in flight, fish, water rippling)</td>
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<td>• Agency logos (USFWS, NOAA-NMFS, GLO, TCEQ, TPWD, THC, etc.)</td>
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<table>
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<tr>
<th>On-screen text: Submit comments to:</th>
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<tr>
<td>Ms. Tammy Gilmore, CEMVN–PDN–CEP</td>
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<tr>
<td>P.O. Box 60267</td>
</tr>
<tr>
<td>New Orleans, LA 70160–0267</td>
</tr>
<tr>
<td><a href="mailto:HSC-ECIP@usace.army.mil">HSC-ECIP@usace.army.mil</a></td>
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http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx

<table>
<thead>
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<th>On-screen text: Thank you for your participation and feedback!</th>
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Appendix I

Informational Displays
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 Texas Department of Transportation (TxDOT). The Corps will coordinate with the Federal Aviation Administration (FAA) and the U.S. Coast Guard to complete the necessary interagency consultation and completion of the Environmental Impact Statement (EIS) 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 and Chambers Counties, Texas was published in the Federal Register.

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.

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. 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.

Fast Facts:
- Public Scoping Meeting
  - 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.
**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.)

**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, more specifically:
  - Deepening and widening opportunities from Boggy Bayou to the Main Turning Basin
  - 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.

**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, CEM/M-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 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...

- 1st in U.S. in foreign waterborne tonnage
- 1st in U.S. imports
- 1st in U.S. export tonnage
- 2nd in U.S. in total tonnage
- The nation’s leading breakbulk port, handling 47% of the project cargo at all Gulf Cargo ports

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Mail: U.S. Army Corps of Engineers, New Orleans District
Attn: Ms. Tammy Gilmore, CE/MM-CDN-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
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 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?
- The TSP will be analyzed in detail and the integrated Feasibility Report/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.

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, COMM-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
Public Scoping Meeting
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. We want to hear from you about the proposed project.
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What is the purpose of the study?

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Please note, this study does not include deepening of the channel beyond 45 feet.
What is an Environmental Impact Statement?

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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...

- 1st in U.S. in foreign waterborne tonnage
- 1st in U.S. imports
- 1st in U.S. export tonnage
- 2nd in U.S. in total tonnage
- The nation’s leading breakbulk port, handling 41% of the project cargo at all Gulf Cargo ports
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.
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
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
What Will Happen Next?

We are here tonight to receive your comments on the study feasibility study and environmental report. We want to hear from you about the proposed project.
ABOUT THE HOUSTON SHIP CHANNEL

What is the Port of Houston?
The Port of Houston is a complex of diverse public 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 1500 industrial companies along the 52-mile length of Houston, capable of handling 200,000 barges.

The Port of Houston is part of the regional transportation network.

Fast Facts:
The Greater Houston region has the largest concentration of chemical plants in the world. Houston is a strategic origin point for the West or Midwest. Each year, 2.5 million tons of cargo move through Houston, carried by more than 200,000 barges.
Appendix K

Original Comment Documents
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 de Envío
# 811 Main St., Floor 28

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

Email Address/Correo Electrónico
sbergc@usdg.com

Affiliation/Affiliación
USG Group LLC

How did you learn about this public scoping meeting?
¿Cómo aprendió usted de esta reunión pública?
☐ 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)

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 BW8 bridge. We also have a 250 acre operating dredge site

We want to privately fund a dredge project of about 8,000 linear feet to widen the 400 Channel to 400' and deepen to 45' to be able to market our site as a crude terminal that can handle larger ships

We are currently in the 800 x 80', 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
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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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.

[Image of the HSC ECIP Webpage]
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.

<table>
<thead>
<tr>
<th>Comment Type</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comments provided during the verbal comment period at the public meetings</td>
<td>6</td>
</tr>
<tr>
<td>Comments submitted via written comment form at the public meetings or via mail</td>
<td>9</td>
</tr>
<tr>
<td>Comments submitted via email directly to <a href="mailto:HSC-ECIP@usace.army.mil">HSC-ECIP@usace.army.mil</a> or study team representatives</td>
<td>16</td>
</tr>
</tbody>
</table>

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

U.S. Army Corps of Engineers Notice of Availability

August 2017
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:


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 J. Sims, RPA
Chief, Environmental Compliance Branch
Regional Planning & Environmental Center
Federal Register Notices of Availability

September 1, 2017

September 22, 2017
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 NOx Budget Trading Program was a market-based cap and trade program created to reduce emissions of nitrogen oxides (NOx) from power plants and other large combustion sources in the eastern United States. The NOx Budget Trading Program was established as an optional implementation mechanism for the NOx SIP Call and was designed to reduce NOx 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 NOx trading program under the Clean Air Interstate Rule (CAIR), which has in turn been replaced by ozone-season NOx trading programs under the Cross-State Air Pollution Rule (CSAPR). Although the NOx 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 NOx 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 NOx Budget Trading Program to Reduce the Regional Transport of Ozone and which continue to have reporting obligations in accordance with the NOx 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 NOx Budget Trading Program units that will continue to conduct monitoring in accordance with Part 75 solely under the NOx 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 NOx mass emissions is now reported under this program instead of other programs. The information collection burden for reporting ozone season NOx mass emissions data for all sources that were formerly subject to the CAIR NOx Ozone Season Trading Program are not covered by CSAPR and are covered under this ICR. Previously, the burden for reporting ozone season NOx 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.

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9034–9]

Environmental Impact Statements; Notice of Availability


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. 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 213–620–8613


Dawn Roberts,
Management Analyst, NEPA Compliance Division, Office of Federal Activities.

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 language) in the development of Commission policy.
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. 20170182, Final, USACE, OK, ADOPTION—Plains and Eastern Clean Line Transmission Line Project, Review Period, Contact: David Gade 918–660–7579. 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. 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

Public Inspection

Notice of Availability


EIS No. 20170182, Final, USACE, OK, ADOPTION—Plains and Eastern Clean Line Transmission Line Project, Review Period, Contact: David Gade 918–660–7579. 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


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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
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: 


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:

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- 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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- 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.
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:


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
JE Dunn Construction Co. is requesting proposals for a project for Harris Health System. The project includes:

- Job 17/0241 Professional Architectural and Engineering Services for Construction Management
- Job 17/0239 Pavement Rehabilitation in the Newport Subdivision
- Job 17/0232 Greenhouse Stormwater Detention Basin Phase II Excavations, including item description(s), submission due dates and times, type of proposal required, and information for obtaining information.

Submissions must be submitted via the following methods: email to JEDunnProposals@jedunnco.com or hand delivered to JE Dunn Construction Company at 10350 Fry Road at Kingsland Boulevard, Precinct 3, Houston, Texas 77064.

Electronic Bidding Procedures:
- Sealed bids in duplicate addressed to Harris County Toll Road Authority, 10350 Fry Road, Suite C, Houston, Texas 77064, on Friday, September 8, 2017 at which time all bids will be opened.
- The Owner reserves the right to reject any and all bids, for any reason.
- The successful bidder will be required to provide a Certificate of Interested Parties Form 1295, as issued at the request of: Nick Martinez, 409 Stratford, Highlands, TX 77562, permanentemente cerrado.
- Notice to Creditors Ad $74.00*
- Details about the project will be documented in the project directory at the website: http://www.eng.hctx.net/wage/public.asp.
- The public hearing notice is hereby given to the public by the Owner. The public hearing will be held in the Harris County Boardroom, Mr. C. J. Cook Conference Room, 10350 Fry Road, Houston, Texas 77064 on September 18, 2017 at 1:30 p.m. The hearing is for the purpose of considering the approval of the 2017 property tax rates. The public hearing notice is hereby given to the public by the Owner, the public hearing will be held in the Harris County Boardroom, Mr. C. J. Cook Conference Room, 10350 Fry Road, Houston, Texas 77064 on September 18, 2017 at 1:30 p.m. The hearing is for the purpose of considering the approval of the 2017 property tax rates.

Legal Notices

Notice To Creditors Ad
$74.00*
Call the Legal Team 713-224-6868 or visit Classifieds 713-224-6868. Details about the project will be documented in the project directory at the website: http://www.eng.hctx.net/wage/public.asp.

Notice To Creditors Ad
$74.00*
Details about the project will be documented in the project directory at the website: http://www.eng.hctx.net/wage/public.asp.

Notice To Creditors Ad
$74.00*
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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 0000149719 HC010446225
RAN A LEGAL NOTICE
SIZE BEING: 2 x99 L
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Houston Chronicle

Date Class Page
Sep 01 2017 Legal Notices B 4

Victoria Bond AIR Chk

NEwpaper Representative

Sworn and subscribed to before me, this 1st Day of September A.D. 2017

[Signature]
Notary Public in and for the State of Texas
Public Notice – Galveston Daily News

September 1, 2017 Issue
AFFIDAVIT

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

[Signature]
Agent Signature

Sworn and subscribed before me

On this the 14th day of December, 2017.

[Signature]
Notary for the State of Texas

[Notary Seal]
Public Notice – La Voz
August 30, 2017 Issue
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 Oceania, que muy posiblemente sea otra vez Nueva Zelanda (eliminado por México hace cuatro años camino a Brasil 2014).

El atacante y capitán de Argentina Lionel Messi vuelve al equipo luego de haber estado ausente en la derrota con Bolivia por una suspensión.

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 Montevidio 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.
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 0000149794 HC010446225
RAN A LEGAL NOTICE
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Product LaVoz

Date Aug 30 2017
Class Legal Notices
Page V 7

Victoria Bond
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 30th Day of August A.D. 2017

Charles E. Walickowski
Notary Public in and for the State of Texas
Reschedule Public Notice

English & Spanish
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:


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

AVISOS 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:


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, 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
**Notice To Creditors Ad**

**Call the Legal Team**

**713-224-6868**

*Email legals@chron.com or call 713.224.6868.*

**ADVERTISMENT FOR BIDS FOR A NEW CONSTRUCTION PROJECT**

**PROJECT NO. 2021-05-02**

**DESCRIPTION:**

The City of Houston is soliciting sealed bids for the construction of a new building project located at [Address]. The project includes the construction of a facility that will be used for [describe the purpose of the facility].

**BID DATE:**

The bid date is [date]. Bids will be received until 2:00 p.m. on [date]. Bids received after this time will be rejected.

**PLACE OF BIDDING:**

Bids will be received at the Office of the Director of Public Works, 1200 Bagby Street, Houston, Texas 77002. All interested bidders are encouraged to attend the pre-bid conference to be held at [date] at [time] at [location].

**NOTICE TO BIDDERS:**

All interested bidders are encouraged to attend the pre-bid conference to be held at [date] at [time] at [location]. The pre-bid conference will include an overview of the project requirements and an opportunity for bidders to ask questions.

**LEGAL NOTICES**

**ADVERTISMENT FOR BIDS**

**HARRIS COUNTY MONTGOMERY COUNTY MUNICIPAL UTILITY DISTRICT NO. 387**

**PROJECT NO. 2021-05-02**

**DESCRIPTION:**

The Harris County Montgomer County Municipal Utility District No. 387 is soliciting sealed bids for the construction of a new building project located at [Address]. The project includes the construction of a facility that will be used for [describe the purpose of the facility].

**BID DATE:**

The bid date is [date]. Bids will be received until 2:00 p.m. on [date]. Bids received after this time will be rejected.

**PLACE OF BIDDING:**

Bids will be received at the Office of the Director of Public Works, 1200 Bagby Street, Houston, Texas 77002. All interested bidders are encouraged to attend the pre-bid conference to be held at [date] at [time] at [location].

**NOTICE TO BIDDERS:**

All interested bidders are encouraged to attend the pre-bid conference to be held at [date] at [time] at [location]. The pre-bid conference will include an overview of the project requirements and an opportunity for bidders to ask questions.
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
SIZE BEING: 1 x201 L
Product Houston Chronicle

Date Class Page
Sep 15 2017 Legal Notices B 4

Victoria Bond
NEWSPAPER REPRESENTATIVE

Sworn and subscribed to before me, this 15th Day of September A.D. 2017

Charles E Waluchowski
Notary Public in and for the State of Texas
Public Notice – Galveston Daily News

September 15, 2017 Issue
The Galveston College Community College District conducted public hearings on September 6, 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 3.5 percent.

The total tax revenue proposed to be raised last year at tax rate of $0.17025 for each $100 of taxable value was $12,269,852.

The total tax revenue proposed to be raised at the proposed tax rate of $0.16688 for each $100 of taxable value was $12,603,356.

The board of regents of Galveston Community College District is scheduled to vote on the tax rate at its meeting on November 29. The board will hold 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 operation.
AFFIDAVIT

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

[Agent Signature]

Sworn and subscribed before me

On this the 30th day of NOVEMBER, 2017.

[Notary Signature]
Notary for the State of Texas
Public Notice – La Voz

September 24, 2017 Issue
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 Sep 24 2017
Class Legal Notices
Page V 8

Victoria Bond AIR Clerk

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 1223
Galveston, TX 77553-1229

Email: HSC-ECP@usace.army.mil
Phone: 409-766-3044
Fax: 409-766-3049

Houston Ship Channel Expansion Channel Improvement Project

FINAL WEB HSC-ECP Newsletter For Update FALL 2017.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 mooring and passing lanes, as well as the side channels, Bayport Ship Channel and Barbour’s Cut Channel. Additionally, the study will focus on the upper reach of the Houston Ship Channel (HSC) between Bigge 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: Barbour’s Cut Channel
- Segment 4: Bigge Bayou to Smit Bayou
- Segment 5: Smit Bayou to 110 Bridge
- Segment 6: 110 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 22, 2017, amended the Public Review Comment Period for the HSC ECIP DRIF-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 informs the availability and location of the HSC ECIP DRIF-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 12, 2017 from 6:30-8:30 PM at La Porte Junior High, 401 S Broadway St, La Porte, TX 77571
  - Wednesday, October 18, 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)
Postcard Mailed on August 25, 2017
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.

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.

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- **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.
Postcard Mailed on September 15, 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, October 19, 2017 at La Porte Junior High, 401 S Broadway St, La Porte, TX 77571, from 6:30-8:30 PM
• 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
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<tr>
<th>Stakeholder Category</th>
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<th>First Name</th>
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<td>111 East Loop North</td>
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<td>Alan</td>
<td>Robb</td>
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<td>International Longshoremen’s Association (ILA) - Gulf</td>
<td>914 Clear Lake City Blvd.</td>
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<td>Thomas P.</td>
<td>Marian</td>
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<td>8291 E. Erath</td>
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<td>Rivera</td>
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<td>Wesley</td>
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## Houston Ship Channel Expansion Channel Improvement Project

### Stakeholder Mailing List

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<td>City of La Porte</td>
<td>604 W. Fairmont Pkwy.</td>
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<td>The Honorable Michael Bechtel</td>
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<td>City of Shoreacres</td>
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<td>District 28</td>
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<td>Ms.</td>
<td>Sarah</td>
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<td>17841 El Camino Real, Ste. 210</td>
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<td>Resource Agency</td>
<td>Ms.</td>
<td>Emily</td>
<td>Muehlstein</td>
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<td>Gulf of Mexico Fisheries Management Council</td>
<td>2253 North Lus Ave., Ste. 1100</td>
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Appendix B

Attendee Database
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<td>Bill</td>
<td>Bobir</td>
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<td>Capt. Doug</td>
<td>Chappell</td>
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<td></td>
<td>2951 Marina Bay Dr., Ste. 130-396</td>
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<td></td>
<td>13105 NW Freeway, Ste. 825</td>
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<td>Larry</td>
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<td></td>
<td>1001 Preston, Ste. 911</td>
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<td><a href="mailto:barbara.koslov@cjo.hctx.net">barbara.koslov@cjo.hctx.net</a></td>
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<td>State</td>
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<td>Preferred Method for Receiving Project Info</td>
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<td>Tanya</td>
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<td>State Rep. Briscoe Cain Representative</td>
<td>606 Rolling Brook, Ste.1E</td>
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<td>TX</td>
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Appendix C

Completed Attendee Cards
Completed Attendee Cards

*Public Meeting at La Porte Junior High on October 19, 2017*
ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?  [ ] YES/SÍ  [ ] NO/NO
If yes, position/Puesto:  Dr. Channe 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
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? (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? ¿Usted es 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)/Cómo 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 La Porte - 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: La Porte TX 77571

How did you learn about this Public Meeting? (Please check one)/Cómo 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)
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?  □ YES/SÍ  ☒ NO/NO
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche?

First and Last Name/Nombre y Apellido  PHILIP KOPP

Mailing Address/Dirección  515 WEST MAIN ST.

City, State, Zip Code/Ciudad, Estado, Código Postal  HOUSTON, TX 77004

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)  ____________________________
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  Gómez, 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
 steadfast

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)  ____________________________________________
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?  ❑ YES/SÍ  ❑ NO/NO
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche?

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 Weeland 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): Sthomas(C)citizen.org
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?  □ YES/SÍ  □ NO/NO

First and Last Name/Nombre y Apellido  STEPHEN VAN STONE
Mailing Address/Dirección  150 N. DARSY 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? (Por favor marque uno)

□ Website/Sitio web  □ Mail/Correo  □ Email/Correo Electrónico  □ Newspaper/Periódico
□ Other (Please explain)/Otro (Por favor de explicar)  S.VANSTONE@SHLL.COM
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
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.carney@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?  □ YES/SÍ  ☑ NO/NO
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche?

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) ______________________
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, #1

City, State, Zip Code/Ciudad, Estado, Código Postal: Seabrook, TX 77586

How did you learn about this Public Meeting? (Please check one)/Cómo 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)  __________________________
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) ______________________________________

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) ______________________________________
Name: Mike Manering
Mailing Address: 208 Bay Colony Dr
City, State, Zip Code: La Porte, TX

How did you learn about this Public Meeting? (Please check one)

- [ ] Newspaper Notice
- [ ] Notice in Mail
- [x] Website
- [ ] Other (Please explain): 

How would you prefer to receive information about this study? (Please check one)

- [ ] Website
- [ ] Mail
- [ ] Email
- [ ] Newspaper
- [ ] Other (Please explain): 

Yes, position: No
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: 201 Louisiana Ave.

City, State, Zip Code/Ciudad, Estado, Código Postal: Beaumont, 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) Capt.Hefley@gmail.com
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 BYRNE

Mailing Address/Dirección: PORT HOUSTON

City, State, Zip Code/Ciudad, Estado, Código Postal:

How did you learn about this Public Meeting? (Please check one)/Cómo 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
Public Meeting
Thursday, October 19, 2017
La Porte Junior High
401 S. Broadway St., La Porte, TX 77571
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 yApellido: Norberto Martinez

Mailing Address/Dirección: Norberto.Martinez3@go1.com

City, State, Zip Code/Ciudad, Estado, Código Postal: Dickinson 77569

How did you learn about this Public Meeting? (Please check one)/Cómo 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): ____________________________
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: Julian Wisner

Mailing Address/Dirección: 22777 Springwoods 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 marque uno)

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

□ Other (Please explain)/Otro (Por favor de explicar): Public A Fairs

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): ______________________________
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: 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)/Cómo aprendió usted de esta reunión? (Por favor marque una)
☐ 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) ____________________________
Attended 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: 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)/Cómo 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) Exxonmobil 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
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: Andrew Carden

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)/Cómo 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): ______________
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 ____________________________ 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) ____________________________
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?  □ YES/SÍ  □ NO/NO
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche?

First and Last Name/Nombre y Apellido  Rene Escurriex
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
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: 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) ________________________________
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  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)  PRIESTEK2@YAHOO.COM
ARE YOU A PUBLIC OFFICIAL?/¿ES USTED UN FUNCIONARIO PÚBLICO?  □ YES/SÍ  x 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  x 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 Clerk

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) ________________________________
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 ISAPPEC

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 ISROFT TMICA

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  □ Email/Correo Electrónico  □ Newspaper/Periódico

□ Other (Please explain)/Otro (Por favor de explicar)  JKA9PCE@COMCAST.NET
Are you a public official? ¿Es usted un funcionario público? □ Yes/Sí □ No/No
If yes, position/Puesto: Rep. Briggs 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)/Cómo 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*
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)/Cómo 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): __________________________
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)/Cómo 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
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: ______________________________

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, 67C-9, Tulsa, OK 74172

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): _______________________________
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 Mustakis

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)/Cómo 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@hoydeng.com
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: 111 Bushy St., Suite 100
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/Otro (Please explain) __________________________

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/Otro (Please explain) __________________________
ARE YOU A PUBLIC OFFICIAL? ¿ES USTED UN FUNCIONARIO PÚBLICO? □ YES/SÍ □ NO/NO
If yes, position/Puesto: H.C. Commissioner JACK CABLE

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: GLIFTON 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

☐ 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
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: Interior 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.
Galena Park, TX 77547

City, State, Zip Code/Ciudad, Estado, Código Postal

How did you learn about this Public Meeting? (Please check one)/Cómo 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)
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  Catherine Chinni
Mailing Address/Dirección  #523-#52 13/05 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.m.chinni.e@gmail.com
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)/Cómo 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) ____________________________
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  Justin Ponder

Mailing Address/Dirección  1011 Palm Dr

City, State, Zip Code/Ciudad, Estado, Código Postal  Mont Belvieu, 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.Ponder@ENERGYTRANSFER.COM
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: 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: 216 89th St. Hike Park
City, State, Zip Code/Ciudad, Estado, Código Postal: Hike Park

How did you learn about this Public Meeting? (Please check one)/Cómo 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 este estudio? (Por favor marque uno)

☐ Website/Sitio web ☐ Mail/Correo ☐ Email/Correo Electrónico ☐ Newspaper/Periódico
☐ Other (Please explain)/Otro (Por favor de explicar)
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  BILL O'BORR

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 - 11/05/17

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) __________________________
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 Rod Percivay
Mailing Address/Dirección 811 Main St. Houston TX 77022

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) ____________________________________________
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  Taylor Hoggard

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)

☐ 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) ____________________________
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: Lauren Boegs
Mailing Address/Dirección: 1411 Quail Hollow In Sealy TX 77474

City, State, Zip Code/Ciudad, Estado, Código Postal: ______________________

How did you learn about this public meeting? (Please check one)/Cómo 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): ______________________
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: ______________________

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 Kyle Koslka

Mailing Address/Dirección One Williams Place

City, State, Zip Code/Ciudad, Estado, Código Postal Tulsa, OK

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) ______________________
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  Chad Cooper
Mailing Address/Dirección  One Williams Place
City, State, Zip Code/Ciudad, Estado, Código Postal  Tulsa, OK

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) ______________________
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: Juan Flores

Mailing Address/Dirección: 1334145

City, State, Zip Code/Ciudad, Estado, Código Postal: Galena Park, TX 77547

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 prefieres 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) Juan_Flores62@gmail.com
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: 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)

☐ Newspaper Notice/Aviso Periódico  ☑ Notice in Mail/Aviso por Correo

☐ 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): __________________________
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: 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)/Cómo 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) _______________________________
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 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) ____________________________

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) ____________________________
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: 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)/Cómo 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) __________________________________________________________

Kimberly Legge
Email: legge@contarida.com
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: Leo Regan
Mailing Address/Dirección: 6207 Inwood Drive, Houston, TX 77057
City, State, Zip Code/Ciudad, Estado, Código Postal: Houston, TX 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) ________________________________

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) ________________________________
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?  □ YES/SÍ  □ NO/NO
¿Le gustaría hacer un comentario verbal en la reunión pública de esta noche?

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

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) __________________________________
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: Debbie Reich

Mailing Address/Dirección: 6300 W. Port Arthur Rd

City, State, Zip Code/Ciudad, Estado, Código Postal: Port 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): _____

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): _____
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: WENDY 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)
☐ 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) ________________________________
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: Erin Minter

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

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

---

**Houston Ship Channel**

Expansion Channel Improvement Project

---

Are you a Public Official? ¿Es usted un funcionario público? □ Yes/Yes □ 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/Yes □ No/No

First and Last Name/Nombre y Apellido: Gregory DeLong

Mailing Address/Dirección: 1747 Wroxton 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 □ Newspaper/Periódico □ Other (Please explain)/Otro (Por favor de explicar): gnelong@eprod.com
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: 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): 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): ________________________________
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

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)/Cómo aprendió usted de esta reunión? (Por favor marqué 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 marqué uno)

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

☐ Other (Please explain)/Otro (Por favor de explicar) ________________________________
Appendix D

Comment Database
<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
<th>Public Official? If yes, position</th>
<th>Mailing Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Email Address</th>
<th>Phone Number</th>
<th>Affiliation</th>
<th>Comment Type</th>
<th>Date Received</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>John M.</td>
<td>Gross</td>
<td>Commander, Galveston Bay Sail and Power Squadron</td>
<td><a href="mailto:crosiers144@yahoo.com">crosiers144@yahoo.com</a></td>
<td>281-433-3091</td>
<td>Email</td>
<td>09/11/17</td>
<td>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?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Julieta</td>
<td>Pala</td>
<td>North Channel Star</td>
<td><a href="mailto:northchannelstar@gmail.com">northchannelstar@gmail.com</a></td>
<td>281-328-9605</td>
<td>Email</td>
<td>09/11/17</td>
<td>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.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capt. Doug</td>
<td>Chappell</td>
<td>Texas Mariners Cruising Association</td>
<td><a href="mailto:captjsea@gmail.com">captjsea@gmail.com</a></td>
<td>281-775-3773</td>
<td>Written</td>
<td>La Porte Public Meeting</td>
<td>10/19/17</td>
<td>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 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.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kevin</td>
<td>Matakis</td>
<td>Lloyd Engineering</td>
<td><a href="mailto:kevin@lloydeng.com">kevin@lloydeng.com</a></td>
<td>Written</td>
<td>La Porte Public Meeting</td>
<td>10/25/17</td>
<td>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 &amp; potential adjustments to best accommodate all &amp; still provide widened channel.</td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bob</td>
<td>Pennacchi</td>
<td>NOAA, Intercontinental Terminals Company, LLC</td>
<td>281-894-0230</td>
<td>Written</td>
<td>La Porte Public Meeting</td>
<td>10/25/17</td>
<td>Please reference <a href="#">Appendix E</a> for a copy of the complete comment.</td>
<td></td>
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</tr>
<tr>
<td>Charles</td>
<td>Flourney</td>
<td>Chairman, Greater Houston Port Bureau</td>
<td><a href="mailto:info@txgulf.org">info@txgulf.org</a></td>
<td>713-678-4300</td>
<td>Mail</td>
<td>11/09/17</td>
<td>Please reference <a href="#">Appendix E</a> for a copy of the complete comment.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amy</td>
<td>Dimm</td>
<td>Private Citizen</td>
<td><a href="mailto:info@lloydeng.com">info@lloydeng.com</a></td>
<td>Written</td>
<td>Galena Park Public Meeting</td>
<td>10/25/17</td>
<td>Please reference the court reporter transcript from the Galena Park High School public meeting in <a href="#">Appendix K</a> for a complete transcription of comments.</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Phil</td>
<td>Kroepf</td>
<td>TMCA Past Commodore</td>
<td><a href="mailto:tmcapastcommodore@lloydeng.com">tmcapastcommodore@lloydeng.com</a></td>
<td>Written</td>
<td>La Porte Public Meeting</td>
<td>10/19/17</td>
<td>Please reference the court reporter transcript from the La Porte Junior High public meeting in <a href="#">Appendix K</a> for a complete transcription of comments.</td>
<td></td>
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<tr>
<td>Stephanie</td>
<td>Cardenas</td>
<td>Private Citizen</td>
<td><a href="mailto:info@lloydeng.com">info@lloydeng.com</a></td>
<td>Written</td>
<td>La Porte Public Meeting</td>
<td>10/19/17</td>
<td>Please reference the court reporter transcript from the La Porte Junior High public meeting in <a href="#">Appendix K</a> for a complete transcription of comments.</td>
<td></td>
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</tr>
<tr>
<td>James</td>
<td>Prazak</td>
<td>Chair, Lone Star Harbor Safety Committee</td>
<td><a href="mailto:prazakj@triconenergy.com">prazakj@triconenergy.com</a></td>
<td>979-230-6785</td>
<td>Written</td>
<td>La Porte Public Meeting</td>
<td>10/19/17</td>
<td>Please reference the court reporter transcript from the Galena Park High School public meeting in <a href="#">Appendix K</a> for a complete transcription of comments.</td>
<td></td>
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</tr>
<tr>
<td>First Name</td>
<td>Last Name</td>
<td>Public Official? If yes, position</td>
<td>Mailing Address</td>
<td>City</td>
<td>State</td>
<td>Zip</td>
<td>Email Address</td>
<td>Phone Number</td>
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<td>Comment Type</td>
<td>Date Received</td>
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</tr>
<tr>
<td>Richard</td>
<td>Wright</td>
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<td></td>
<td></td>
<td></td>
<td>Engineer</td>
<td></td>
<td>10/25/17</td>
<td>Please reference the court reporter transcript from the Galena Park High School public meeting in Appendix F for a complete transcription of comments.</td>
</tr>
<tr>
<td>Mike</td>
<td>Manering</td>
<td></td>
<td>208 Bay Colony Dr.</td>
<td>La Porte</td>
<td>TX</td>
<td>77571</td>
<td><a href="mailto:mjmane@comcast.net">mjmane@comcast.net</a></td>
<td></td>
<td>Private Citizen</td>
<td></td>
<td>11/09/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Thomas</td>
<td>Denney</td>
<td></td>
<td>1 Floor Daniel Dr., A-3</td>
<td>Sugar Land</td>
<td>TX</td>
<td>77478</td>
<td><a href="mailto:thomas.denney@energytransfer.com">thomas.denney@energytransfer.com</a></td>
<td>281-637-6414</td>
<td>Sr. Specialist, Land &amp; Right of Way Energy Transfer Partners</td>
<td>Email</td>
<td>11/08/17</td>
<td>We just concluded a meeting of the Texas Energy Coalition whose members are various pipeline companies in Texas. They mentioned that &quot;the 11&quot; 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.</td>
</tr>
<tr>
<td>Randy</td>
<td>Shefel</td>
<td></td>
<td>111 East Loop North</td>
<td>Houston</td>
<td>TX</td>
<td>77029</td>
<td><a href="mailto:relufiel@ypah.com">relufiel@ypah.com</a></td>
<td>713-670-2435</td>
<td>Director of General Cargo Facilities, Port Houston</td>
<td>Email</td>
<td>11/09/17</td>
<td>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.</td>
</tr>
<tr>
<td>Jack</td>
<td>Yoes</td>
<td></td>
<td>16508 Locke Haven</td>
<td>Houston</td>
<td>TX</td>
<td>77059</td>
<td><a href="mailto:jack.yoes@hbbglobal.net">jack.yoes@hbbglobal.net</a></td>
<td></td>
<td>Commodore, Houston Yacht Club</td>
<td>Email</td>
<td>11/10/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Lance</td>
<td>Nunez</td>
<td></td>
<td>1254 Enclave Parkway</td>
<td>Houston</td>
<td>TX</td>
<td>77077</td>
<td></td>
<td>281-966-2099</td>
<td>NA Marine Operations Leader The Dow Chemical Company</td>
<td>Email</td>
<td>11/10/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Michael</td>
<td>Long</td>
<td></td>
<td>1111 Bagby St., Ste.</td>
<td>Houston</td>
<td>TX</td>
<td>77002</td>
<td><a href="mailto:mlongs@contanda.com">mlongs@contanda.com</a></td>
<td>832-699-5311</td>
<td>Project Director, Contanda LLC</td>
<td>Email</td>
<td>11/10/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Scott A.</td>
<td>Jones</td>
<td></td>
<td>13105 Northwest Freeway, Ste. 625</td>
<td>Houston</td>
<td>TX</td>
<td>77040</td>
<td><a href="mailto:ajones@galvbay.org">ajones@galvbay.org</a></td>
<td>281-332-3381 Ext. 209</td>
<td>Director of Advocacy, The Galveston Bay Foundation</td>
<td>Email</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Catherine M.</td>
<td>Chinni</td>
<td></td>
<td>13105 Northwest Freeway, Ste. 625</td>
<td>Houston</td>
<td>TX</td>
<td>77040</td>
<td><a href="mailto:catherine.m.chinni@gmail.com">catherine.m.chinni@gmail.com</a></td>
<td></td>
<td>Environmental Specialist</td>
<td>Email</td>
<td>11/07/17</td>
<td>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: <a href="mailto:catherine.m.chinni@gmail.com">catherine.m.chinni@gmail.com</a></td>
</tr>
<tr>
<td>Catherine M.</td>
<td>Chinni</td>
<td></td>
<td>13105 Northwest Freeway, Ste. 625</td>
<td>Houston</td>
<td>TX</td>
<td>77040</td>
<td><a href="mailto:catherine.chinni@wilsonco.com">catherine.chinni@wilsonco.com</a></td>
<td>713-343-4440</td>
<td>Environmental Permitting Specialist, Wilson &amp; Company, Inc.</td>
<td>Email</td>
<td>11/13/17</td>
<td>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 pipeline potentially affected by the HSC expansion are located along the TSP alternative Scopreprehensive plan. Would you please provide additional information regarding the location of the pipelines potentially affected by the comprehensive plan?</td>
</tr>
<tr>
<td>Adrian</td>
<td>Shelley</td>
<td></td>
<td>309 East 11th St., Ste. 2</td>
<td>Austin</td>
<td>TX</td>
<td>78701</td>
<td></td>
<td>832-840-6464</td>
<td>Director, Public Citizen, Texas Office</td>
<td>Email</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Lisa F.</td>
<td>Regan</td>
<td></td>
<td>8207 Inwood Dr.</td>
<td>Houston</td>
<td>TX</td>
<td>77057</td>
<td></td>
<td></td>
<td>Executive Director, Texas Energy Coalition</td>
<td>Mail</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Adrian</td>
<td>Vuyk</td>
<td></td>
<td>5001 Woodway Dr., Ste. 503</td>
<td>Houston</td>
<td>TX</td>
<td>77056</td>
<td><a href="mailto:apouxk@hotmail.com">apouxk@hotmail.com</a></td>
<td></td>
<td>Recreational Boater</td>
<td>Email</td>
<td>11/13/17</td>
<td>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 useable 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 boats on the community as a whole, I wonder why we can't have 2 or 3 say Crescent shaped island for safe anchorage. Even adding some pier type extensions to the present disposal island could create a more usable and anchoring friendly Galveston bay.</td>
</tr>
<tr>
<td>James</td>
<td>Pruzjak</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:pruzjak@triconenergy.com">pruzjak@triconenergy.com</a></td>
<td>877-230-6765</td>
<td>Chair, Lone Star Harbor Safety Committee</td>
<td>Email</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>First Name</td>
<td>Last Name</td>
<td>Public Official?</td>
<td>Mailing Address</td>
<td>City</td>
<td>State</td>
<td>Zip</td>
<td>Email Address</td>
<td>Phone Number</td>
<td>Affiliation</td>
<td>Comment Type</td>
<td>Date Received</td>
<td>Comment</td>
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</tr>
<tr>
<td>Danny</td>
<td>Collier</td>
<td>Yes</td>
<td>One Valero Way</td>
<td>San Antonio</td>
<td>TX</td>
<td>78249</td>
<td></td>
<td></td>
<td>Vice President, Valero Marketing and Supply Company</td>
<td>Mail</td>
<td>11/10/17</td>
<td>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 (&quot;TSP&quot;) 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.</td>
</tr>
<tr>
<td>Rich</td>
<td>Lashway</td>
<td></td>
<td>One Williams Center, Ste. 3100</td>
<td>Tulsa</td>
<td>OK</td>
<td>74172</td>
<td></td>
<td></td>
<td>Senior Vice President, MVP Terminalling, LLC</td>
<td>Mail</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Jeff</td>
<td>Selvidge</td>
<td></td>
<td>P.O. Box 22186, MD 31</td>
<td>Tulsa</td>
<td>OK</td>
<td>74172</td>
<td><a href="mailto:jeff.selvidge@magellanlp.com">jeff.selvidge@magellanlp.com</a></td>
<td>918-574-7403</td>
<td>Magellan Terminals Holdings, L.P.</td>
<td>Mail</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Jeff</td>
<td>Selvidge</td>
<td></td>
<td>P.O. Box 22186, MD 31</td>
<td>Tulsa</td>
<td>OK</td>
<td>74172</td>
<td><a href="mailto:jeff.selvidge@magellanlp.com">jeff.selvidge@magellanlp.com</a></td>
<td>918-574-7403</td>
<td>Magellan Terminals Holdings, L.P.</td>
<td>Mail</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Jim</td>
<td>Stark</td>
<td></td>
<td>P.O. Box 321649</td>
<td>Cocoa Beach</td>
<td>FL</td>
<td>32932</td>
<td><a href="mailto:je.stark@gicaonline.com">je.stark@gicaonline.com</a></td>
<td>904-490-3312</td>
<td>Gulf Intracoastal Canal Association</td>
<td>Mail</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
<tr>
<td>Amy/Rodrigo/Colin</td>
<td></td>
<td></td>
<td>P.O. Box 398</td>
<td>Houston</td>
<td>TX</td>
<td>77001</td>
<td></td>
<td>713-652-0077</td>
<td>Lone Star Legal Aid Equitable Development Initiative</td>
<td>Mail</td>
<td>11/13/17</td>
<td>Please reference Appendix E for a copy of the complete comment.</td>
</tr>
</tbody>
</table>
Appendix E
Submitted Comment Documents
John M. Gross
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
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
ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?
☐ YES/SI  ☒ 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 League City, TX 77573
City, State, Zip Code/Ciudad, Estado, Código Postal: ______________________
Email Address/Correo Electrónico: captdjsea@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 marinaette, conveniently located, where 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 Matenis

Mailing Address/Dirección de Envío

City, State, Zip Code/Ciudad, Estado, Código Postal

Email Address/Correo Electrónico
Kevin @ lloydeng.com

Affiliation/Afilación
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 Declaraclón de Impacto Ambiental?
☐ Newspaper Notice/Aviso de Periódico
☐ Notice in Mail/Atención 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.
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 – Boggy 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 Boggy 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.
APPROX. PROPOSED
SHIP CHANNEL
WIDENING (530')
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 to 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
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
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
Randy Stiefel
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

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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
Houston TX 77099

City, State, Zip Code/Ciudad, Estado, Código Postal
Houston TX 77069

Email Address/Correo Electrónico
Jack.Yoes@sbglobal.net

Affiliation/Affiliación
Houston Yacht Club

How did you learn about this public meeting to present and discuss the Tentative Selected Plan and Draft Integrated Feasibility Report and Environmental Impact Statement? ¿Cómo se enteró de esta reunión pública para presentar y discutir el Plan Tentativo seleccionado y el Informe Integradod de Factibilidad y 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.
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 siting 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
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:
o 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.

o 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.

o 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’). 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.

- **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 exacerabating 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 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.

- **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 suzemax 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 Jacintport 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.
Key Contanda Contact:

Michael Long
1111 Bagby Street Suite 1800
Houston, TX 77002
832-699-5311
mlong@contanda.com

Regards,

Contanda LLC

[Signature]
G.R. Jerry Cardillo
President and CEO
Contanda LLC
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


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 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.

\(^1\) Woodward and Wui, 2001.
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)
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,

Catherine Chinni
Environmental Specialist
13105 NW Freeway, Ste. 825
Houston, TX 77040
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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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 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 \textit{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.

**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?
According to the EPA website\(^1\), 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

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\(^1\) https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=secondCleanup&id=0605329#bkground.
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
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, L.P 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
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
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
Barge/Tow Boat Organizations
Brazos Pilot’s Association
Bulk Liquid Storage
Chemical Tank Vessel Owner/ Operators
Chemical Terminals
Commercial Fishing Vessels
Container Ships
Galveston – Texas City Pilots
Harbor Tug Company
Houston Pilots
Line Handlers
Marine Exchange
Marine Salvage/Dredging Operators

Maritime Education Representative
Non-Liquid/Dry Cargo Vessel Operators
Non-Liquid Terminal Operators
Passenger Vessels
Port Freeport
Port of Galveston
Port of Houston
Port of Texas City
Recreational Boaters
Refineries
Shipping Agents
Shipyard/Vessel Repair Facilities
Stevedore/Labor
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.
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
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 ≤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
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).
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
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’.
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...
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.
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.
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 Coifler  
Title: Vice President
Rich Lashway
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.

{00065604.1} AUS:711372.3
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 Terminalling and Distribution Company

[Signature]

By: [Signature]
Name: Rich Lashway
Title: Senior Vice President
Jeff Selvidge (2 Comments)
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 ("Project") and commensurate with the efforts of USACE and PHA, 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.

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: [Signature]
Name: Jeff Selvidge
Title: Senior Vice President
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
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,

Jim Stark
President
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
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.

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.

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:

Like wise, 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 onto 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:

![Map of impacted area](image)

**LEGEND**
- Port Houston Authority Parcels
- Major Roads
- Studied Parcels
- Ship Channel & other water bodies

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 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. 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 disproportionally 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 DIRF-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

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

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. The following map shows the existing environmental hazards already impacting these neighborhoods:

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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. These toxic substances, excavated from the banks of Buffalo Bayou, should not be placed around communities that already 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.

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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 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 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. 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.

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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 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.

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 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 be 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 subcontractors 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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Telephone: 713-652-0077 ext. 1148
EXHIBIT 1 TO PUBLIC COMMENTS ON THE HSC ECIP DIFR-EIS SUBMITTED BY CARING FOR PASADENA COMMUNITIES

<table>
<thead>
<tr>
<th>RCRA CORRECTIVE ACTION SPILL CLEANUP SITES</th>
<th>HANDLER ID</th>
<th>APPROX. DISTANCE TO SHORELINE</th>
<th>CLEANUP STATUS</th>
<th>STREET ADDRESS</th>
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<td>COMPLETE*</td>
<td>8230 STEDMAN STREET</td>
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*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? (Por favor marque uno)

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

☐ Other (Please explain)/Otro (Por favor de explicar)
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):

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☐ 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):

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):
Comment Form

English & Spanish
**Comment Form/ Formulario de Comentarios**

**ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?**

- [ ] YES/SÍ
- [ ] NO/NO

If yes, position/Puesto: ______________________________

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<thead>
<tr>
<th>First and Last Name/Nombre y Apellido</th>
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<td>Mailing Address/Dirección de Envío</td>
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<tr>
<td>Email Address/Correo Electrónico</td>
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<td>Affiliation/Afiliación</td>
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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.)**

_____________________________________________________________________________________
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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.
Study Newsletter

English & Spanish
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 Houston Ship Channel

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

- 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 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.

Currently Authorized Channel Dimensions (Depths in Mean Lower Low Water)

- Turning Basin to Sims Bayou: 37.5 Ft (300 Ft)
- Sims Bayou to Boggy Bayou: 41.5 Ft (300 Ft)
- Boggy Bayou to Bolivar Roads: 46-46.5 Ft (530 Ft)

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** – Bulkers, Tankers, & Vehicle Carriers Plan
- **Alternative 6** – Bay Mooring Plan
- **Alternative 7** – Upper Channel Mooring Plan
- **Alternative 8** – The Comprehensive Plan
Study Alternatives

Legend
- Turning Basin
- Mooring
- Channel Deepening
- Channel Widening
- Bend Easing
- Additional Flare Modifications

Alternative 1
“Minimum System-Wide Plan” (No Bay Widening)
Minimum plan that benefits all target vessels

Alternative 2
“Bay Plan”
Addresses container ships more completely and efficiently

Alternative 3
“Suezmax Plan”
Targets increased use of Suezmax-sized bulk liquid tankers

Alternative 4
“Aframax Plan”
For future increased use of Aframax tankers in upper channel

Alternative 5
“Bulkers, Tankers, & Vehicle Carrier Plan”
Targets more efficient use of the uppermost part of the HSC by these vessels

Alternative 6
“Bay Mooring Plan”
Reduces frequent tanker trips back out to Gulf anchorages & refuge for disabled ships

Alternative 7
“Upper Channel Mooring Plan”
Same as Alternative 6, but closer to source of most trips to further reduce total trip distance

Alternative 8
“Comprehensive Plan”
The best parts of Alternatives 1-7
The Tentatively Selected Plan (TSP)

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
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 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
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
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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
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 evalúa 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
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.
2. ¡Voy a preparar un estudio de factibilidad y estudio de impacto ambiental, y necesito su ayuda!
3. Reunión para determinar el alcance
   Por favor, considere lo siguiente:

4. Efectos Potenciales
   Socioeconómicos
   Naturaleza del ambiente
   Calidad del Aire y Agua
   Históricoy cultural

5. Por favor, considere...

6. Informe del Estudio para el proyecto preliminar
   Alternativa No Acción
   Plan Recomendado
   Alternativa
   Alternativa
   2017
   Estas son las alternativas propuestas
   Mis comentarios sobre el Informe del estudio del proyecto preliminar son...

7. Análisis adicional de TSP
   Mis comentarios

8. Informe final del estudio
   Alternativa No Acción
   Plan Recomendado
   Alternativa
   Alternativa
   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.
Proyecto de Mejoramiento del Canal de la Expansión del Canal de Navegación de Houston

¿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; Mejoras en la seguridad y eficiencia de Galveston Bay Reach para incluir la ampliación y la atenuación de las vueltas de los canales.
2. Evaluar las formas de reducir las demoras en el tráfico de embarcaciones.
3. Aumentar la seguridad del canal.
4. Establecer áreas para colocar el material dragado que sean ambientalmente adecuadas.
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 Atracar en la Bahía
- **Alternative 7** – Plan de Atracar en el Canal Superior
- **Alternative 8** – El Plan Integral
Alternativas de estudio

Alternativa 1
“Plan mínimo del Sisterma”
(Sin ampliación de la bahía)
Plan mínimo que beneficia a todas las embarcaciones objetivo

Alternativa 2
“Plan Bahía”
Considera los buques de transporte de contenedores de una forma más completa y eficiente

Alternativa 3
“Plan Suezmax”
Enfoca el aumento del uso de los tanqueros de líquidos a granel del tamaño Suezmax

Alternativa 4
“Plan Aframax”
Para un mayor uso futuro de tanqueros Aframax en el canal superior

Alternativa 5
“Plan de Embarcaciones a Granel, Buques Petroleros y Transporte de Vehículos”
Enfoca el uso más eficiente de la parte alta del HSC usada por estos buques

Alternativa 6
“Plan de Atraque 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 7
“Plan de Atraque 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 8
“Plan Integral”
Las mejores partes de las alternativas 1-7

Leyenda
- Dársena de maniobras
- Atraque
- Profundización
- Ensanamiento
- 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 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

El diagrama es representativo y no a escala.
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
- Ensamblamiento, 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 maniobra 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
- Ensamblamiento 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
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 recolonizarían y se recuperarán después de las actividades de dragado. Se estima que un rango de entre 469 y 558 acres de arrecife de ostras adyacente al Canal de Navegación de Houston en la Bahía de Galveston se vería afectado permanentemente, pero se mitigará 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 emplearán 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.

Conforme 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 Barbour’s 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
Public Meeting Agenda

English & Spanish
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.
AGENDA DE LA REUNIÓN 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
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 barcazas.

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.

http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx
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 congestionamiento, 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 próximos 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 simultáneos. El largo de la ampliación del canal también se analizará en ese momento. Para efectos del EIS, se evaluarán 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 transporte 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:

http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx
Para el Seguroto 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 el Seguroto 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 bética 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 medidas 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

http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx
GUÍÓN PARA EL VIDEO PARA EL PROYECTO DE MEJORAS PROPUESTO PARA EL CANAL DE NAVEGACIÓN DE HOUSTON

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

Le agradecemos su participación y esperamos recibir sus comentarios. ¡Gracias!

eficacia 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
Appendix G

Meeting Presentation
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.
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)
### 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

#### Segments and Vessel Characteristics

<table>
<thead>
<tr>
<th>Segment</th>
<th>Type</th>
<th>Class</th>
<th>LOA</th>
<th>Beam</th>
<th>Draft</th>
</tr>
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<tbody>
<tr>
<td>Ellepagnes</td>
<td>Bulk Carrier</td>
<td>70k-110k Bulker</td>
<td>750</td>
<td>106</td>
<td>45</td>
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<tr>
<td></td>
<td>Tanker</td>
<td>Panamax size</td>
<td>610</td>
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<tr>
<td></td>
<td>Vehicle Carrier</td>
<td>Ro-Ro</td>
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<td>34</td>
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<tr>
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<td>Panamax</td>
<td>810</td>
<td>106</td>
<td>44</td>
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<tr>
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<td>Suezmax</td>
<td>935</td>
<td>164</td>
<td>54</td>
</tr>
<tr>
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<td>Tanker</td>
<td>Aframax</td>
<td>850</td>
<td>138</td>
<td>54</td>
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<tr>
<td></td>
<td>Containership Gen III</td>
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<td>158</td>
<td>49</td>
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<td></td>
<td>Containership Gen III</td>
<td>1,200</td>
<td>1,200</td>
<td>140</td>
<td>49</td>
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</table>
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
- Additional Tug Assist
- Use of Tides & Lightering
- Traffic Management (Vessel Tracking System or VTS)

STRUCTURAL

- Channel Deepening
- Channel Widening
- New/Improved Turning Basins
- Multipurpose Moorings
- Flare Modifications or Bend Easings
- Shoaling Attenuation or Sediment Barrier

Carried Forward to Develop Alternative Plans
ALTERNATIVES 1 – 4

**Alternative 1**
“Minimum System-Wide Plan” (No Bay Widening)
Minimum plan that benefits all target vessels

**Alternative 2**
“Bay Plan”
Addresses container ships more completely and efficiently

**Alternative 3**
“Suezmax Plan”
Targets increased use of Suezmax-sized bulk liquid tankers

**Alternative 4**
“Aframax Plan”
For future increased use of Aframax tankers in upper channel

Legend:
- Turning Basin
- Channel Deepening
- Channel Widening
- Mooring
- Bend Easing
- Additional Flare Modifications
**Alternative 5**

“Bulkers, Tankers, & Vehicle Carrier Plan”
Targets more efficient use of the uppermost part of the HSC by these vessels

**Alternative 6**

“Bay Mooring Plan”
Reduces frequent tanker trips back out to Gulf anchorages & refuge for disabled ships

**Alternative 7**

“Upper Channel Mooring Plan”
Same as Alternative 6, but closer to source of most trips to further reduce total trip distance

**Alternative 8**

“Comprehensive Plan”
The best parts of Alternatives 1-7

- Turning Basin
- Channel Deepening
- Channel Widening
- Mooring
- Bend Easing
- Additional Flare Modifications
## BENEFIT-COST ANALYSIS ($000)

<table>
<thead>
<tr>
<th>Alt</th>
<th>First Cost</th>
<th>Project Cost + OMRR&amp;R</th>
<th>AAEQ Costs</th>
<th>AAEQ Benefits</th>
<th>Net Benefits</th>
<th>BCR ≥1.0</th>
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<td>No Action</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>1</td>
<td>$513,900</td>
<td>$848,900</td>
<td>$27,700</td>
<td>$59,700</td>
<td>$32,000</td>
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<tr>
<td>2</td>
<td>$706,300</td>
<td>$1,304,300</td>
<td>$40,800</td>
<td>$47,700</td>
<td>$6,900</td>
<td>Yes</td>
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<tr>
<td>3</td>
<td>$527,000</td>
<td>$1,018,300</td>
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<tr>
<td>4</td>
<td>$129,900</td>
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<td>$8,500</td>
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<td>$98,400</td>
<td>$126,700</td>
<td>$4,600</td>
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<td>6</td>
<td>$94,600</td>
<td>$164,100</td>
<td>$5,200</td>
<td>$2,100</td>
<td>$(3,100)</td>
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<td>7</td>
<td>$47,600</td>
<td>$116,200</td>
<td>$3,300</td>
<td>$3,300</td>
<td>$-</td>
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<tr>
<td>8 (650')</td>
<td>$950,000</td>
<td>$1,849,700</td>
<td>$56,800</td>
<td>$123,100</td>
<td>$66,300</td>
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<tr>
<td>8 (820')</td>
<td>$1,451,800</td>
<td>$2,727,200</td>
<td>$84,700</td>
<td>$123,100</td>
<td>$38,400</td>
<td>Yes</td>
</tr>
</tbody>
</table>

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.

- **Future Without Project**
- **Does not meet the study objectives.**
- **Baseline scenario against which benefits, costs and impacts of all other alternatives are compared.**

**US Army Corps of Engineers.**
The Tentatively Selected Plan

Alternative 8
“Comprehensive Plan”
The best parts of Alternatives 1-7

- Turning Basin
- Channel Deepening
- Channel Widening
- Mooring
- Bend Easing
- Additional Flare Modifications
- Shoaling Attenuation Feature (location and type TBD)
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)

<table>
<thead>
<tr>
<th></th>
<th>2029</th>
<th>2034</th>
<th>2039</th>
<th>2044</th>
</tr>
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<tbody>
<tr>
<td>FWOP</td>
<td>2.3</td>
<td>2.6</td>
<td>3.0</td>
<td>3.2</td>
</tr>
<tr>
<td>FWP (ALT 8)</td>
<td>7,500</td>
<td>8,000</td>
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POTENTIAL IMPACTS AND MITIGATION

**TSP IMPACTS**

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<thead>
<tr>
<th>w/ 650-foot wide bay channel</th>
<th>w/ 820-foot wide bay channel</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Work</td>
<td>New Work</td>
</tr>
<tr>
<td>50-Year O&amp;M</td>
<td>50-Year O&amp;M</td>
</tr>
</tbody>
</table>

**DREDGED MATERIAL QUANTITIES**

<p>| | | |</p>
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<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>28 MCY</td>
<td>79 MCY</td>
</tr>
<tr>
<td></td>
<td>53 MCY</td>
<td>117 MCY</td>
</tr>
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</table>

**PERMANENT OYSTER REEF IMPACTS**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>474 acres</td>
<td>543 acres</td>
</tr>
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</table>

**OYSTER MITIGATION**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>427 - 551 acres</td>
<td>487 - 632 acres</td>
</tr>
</tbody>
</table>

**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 their T&E Species not anticipated

**INPUT FROM:**

TPWD, USFWS, NMFS, TGLO, NRCS

**MITIGATION TARGETS POST- HURRICANE IKE SEDIMENT IMPACTED REEF**

**REEF MAPPING**

- Modern (TPWD 2011)
- Historical (TAMUG 1991)
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
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
Appendix H

Informational Video
Houston Ship Channel Expansion Channel Improvement Project Video (October 2017)

https://www.youtube.com/watch?v=d2KoSefZqVQ&feature=youtu.be
Appendix I

Informational Displays
Print Displays
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.
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.

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

The Study Area

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

- Segment 1 – Bolivar Roads to Boggy Bayou
- Segment 2 – Bayport Ship Channel
- Segment 3 – Barbours Cut Channel
- Segment 4 – Boggy Bayou to Sims Bayou near the Washburn Tunnel
- Segment 5 – HSC from Sims Bayou to the 610 Bridge
- Segment 6 – HSC upstream of the 610 Bridge to the Main Turning Basin

The Study Team

- U.S. Army Corps of Engineers (the Lead Agency)
- Port Houston (The Non-Federal Sponsor)
- You (The Public and Local Stakeholders)
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 Study Process

- 1. Scoping
- 2. Identification of focused alternatives
- 3. Identification of a Tentatively Selected Plan (TSP)
- 4. Final IFR-EIS made available for public review
- 5. Final EIS published in the Federal Register

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.
The Tentatively Selected Plan (TSP)

The Tentatively Selected Plan (TSP) is Alternative 8, 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:

- 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
- Four bend easings on the HSC in the Bay Reach with associated relocation of barge lanes
- Addition and improvement of turning basins
- 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 Galveston Bay
- Re-evaluation of the size and depth of the barge lanes
- Further examination of a minor widening near Hog Island
- 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 from 41.5 feet up to 455 feet
- Improvement of turning basin
- Addition of a turning basin at the mouth of the Bayport Ship Channel
- Turning Basin

Legend

Legend

The ultimate goal of the alternatives is to increase navigation efficiencies throughout the entire HSC system. The study expects the use of multiple placement areas (PAs) near the channels, spaced throughout the project, area to:

- Provide opportunities for beneficial use
- Minimize impacts to the environment
- In compliance with best practices and the law, impacts to oyster reefs will be mitigated by restoring reefs in adjacent areas of Galveston Bay.

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.
Welcome!
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.
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 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
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. **Public Notice**
   - It's my responsibility to maintain navigability of the Houston Ship Channel.
   - We would like to participate as the non-Federal sponsor.

2. **Scoping Meeting**
   - I'm going to prepare an EIS and Feasibility Study, and I need your help!

3. **Methods**
   - Study is Coming!

4. **Potential Effects**
   - Socioeconomic
   - Natural Environment
   - Air and Water Quality
   - Historic and Cultural

5. **Comments**
   - Please consider...

6. **Draft Study Report**
   - No Action
   - Alternative
   - Recommended Plan
   - Tentatively Selected Plan
   - Alternative
   - Alternative
   - 2
   - 3
   - 2017
   - My comments on the Draft Study Report are:

7. **Further Analysis of TSP**
   - Here are my comments...

8. **Final Study Report**
   - Here are the proposed Alternatives.

9. **Record of Decision**
   - I have a Record of Decision about the EIS and Feasibility Study. Now I can construct the plan.
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 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.
Alternative 1
“Minimum System-Wide Plan” (No Bay Widening)
Minimum plan that benefits all target vessels

Alternative 2
“Bay Plan”
Addresses container ships more completely and efficiently

Alternative 3
“Suezmax Plan”
Targets increased use of Suezmax-sized bulk liquid tankers

Alternative 4
“Aframax Plan”
For future increased use of Aframax tankers in upper channel
Alternative 5
“Bulkers, Tankers, & Vehicle Carrier Plan”
Targets more efficient use of the uppermost part of the HSC by these vessels

Alternative 6
“Bay Mooring Plan”
Reduces frequent tanker trips back out to Gulf anchorages & refuge for disabled ships

Alternative 7
“Upper Channel Mooring Plan”
Same as Alternative 6, but closer to source of most trips to further reduce total trip distance

Alternative 8
“Comprehensive Plan”
The best parts of Alternatives 1-7
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)

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
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
¡Bienvenido!

Por favor tome un boletín del proyecto

Por favor tome un formulario de comentarios

¿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.
¿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).

¿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.

- 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 Westbour
  - 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

¿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 Barbours 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.

¿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

Para obtener mayor información acerca del proyecto en línea, vaya a: http://www.swg.usace.army.mil/Missions/Projects/HoustonShipChannelExpansion.aspx
¿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 y el EIS.

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, las consideraremos durante la siguiente fase del análisis detallado y refinamiento del Plan Tentativamente Seleccionado.

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:
  - Optima 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.

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 final publicado y exposición del público para su revisión – Septiembre 2017
- IFR-EIS final publicado en el Registro Federal para comentarios finales – Julio 2019
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.

Plan Tentativamente Seleccionado (TSP)

<table>
<thead>
<tr>
<th>Segmento</th>
<th>Acción</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segmento 1</td>
<td>Ampliar el Canal Barbours Cut de los 300 pies existentes a 455 pies</td>
</tr>
<tr>
<td>Segmento 2</td>
<td>Construcción de una combinación de extensión de área y darsena de maniobras en la entrada al Canal Barbours Cut</td>
</tr>
<tr>
<td>Segmento 3</td>
<td>Cuatro atenuaciones de recodo en el HSC en Bay Reach</td>
</tr>
<tr>
<td>Segmento 4</td>
<td>Hacer más profundo el Canal de Navegación de Houston</td>
</tr>
<tr>
<td>Segmento 5</td>
<td>Ensanchamiento del HSC de San Jacinto a Greens Bayou</td>
</tr>
<tr>
<td>Segmento 6</td>
<td>Diseño de una estructura para atenuar el asomeramiento cerca de Hog Island y atenuación de recodos cercanas para mejorar la seguridad</td>
</tr>
</tbody>
</table>

¿Cuáles son los efectos de la calidad ambiental?

Los efectos del TSP sobre los recursos naturales importantes incluyen los impactos sobre:

- Bahías 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 las 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

El DMMP requiere del desarrollo de un plan de colocación al menor costo.

El estudio espera el uso de varias áreas de colocación (PAs) alrededor 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.
MR. WILLIAMS: Good evening, ladies and gentlemen, and I'm pleased to know you're here tonight. My name is Byron Williams. I'm the Chief of Project Management at the Galveston District U.S. Army Corps of Engineers representing my commander Colonel Lars Zetterstrom in his absence for the Houston Ship Channel Expansion Channel Improvement Project.

For the record, let me state that this public meeting was commenced at 7:30 p.m. on October 19th, 2017 at the La Porte Junior High School in La Porte, Texas.

Specifically, we are presenting information and accepting public comments to the draft Integrated Feasibilities Report and Environmental Impact Statement for this city that was released for public review on September 1st, 2017. A court reporter is here to transcribe these proceedings and all public comments.

The Corps of Engineers and the Port of Houston Authority have been conducting a study to reduce transportation costs while providing for safe, reliable navigation on the Houston Ship Channel System. A cost-effective plan has been identified that we believe will significantly reduce current and expected inefficiencies in the Houston Ship Channel.
System. This plan we refer to as the tentatively selected plan or TSP plan.

If not in this meeting, I hope that all of you have had the opportunity to read the notice of availability, either on the Galveston district website or in the announcements that were passed out to individuals and corporations that may have an interest in these proceedings. It contains a summary of the expansion and its environmental impacts.

Before we go any further, I would like to introduce the Port of Houston Authority representatives. I have Mr. Rich Byrnes --

Will you stand.

MR. BYRNES: (Complies.)

MR. WILLIAMS: -- the Chief Port Infrastructure Officer; Mr. Richard Ruchhoeft, Project Manager for the Port of Houston.

I would now like to recognize the public officials who are in attendance here tonight. First commandeer, Steve Gillett with the Houston Yacht Club, please stand.

MR. GILLETTE: (Complies.)

MR. WILLIAMS: Okay. Barbara Koslov, Representative of the Harris County Judge Ed Emmett.
MS. KOSLOV:  (Complies.)

MR. WILLIAMS:  Tanya Robertson, representative for the State Representative Briscoe Cain, District 128.

MS. ROBERTSON:  (Complies.)

MR. WILLIAMS:  And council member Nancy Ojeda for the City of La Porte City.

MS. OJEDA:  (Complies.)

MR. WILLIAMS:  Okay. Thank you.

Additionally, I would also like to thank those who are with me from the Corps of Engineers: Project manager Andrea Catanzaro --

MS. CATANZARO:  (Indicates.)

MR. WILLIAMS:  -- and the deputy chief and project manager for this particular project; Brian Harper, the Regional Planning & Environmental Center Chief; Cheryl Jaynes, the planning lead; Tammy Gilmore, the environmental lead; and Dr. Harmon Brown, an environmental specialist.

DR. HARMON:  (Complies.)

MR. WILLIAMS:  Some of the meeting ground rules for tonight: I hope everyone has completed a comment form upon entering the room. This form is used for us to provide your contact information so we can keep you updated on the status
of this study. It can also be used to submit a
written comment. If you would like to make your
comments really tonight, please make sure that you
have indicated your intent on the sign-in sheet at
the door.

Those wishing to make a comment will
be given an opportunity to do so after the
presentation. If you prefer not to speak tonight,
you may submit your comments in writing to our office
by dropping them in the box provided sending via
Snail Mail or with an e-mail.

Ms. Andrea Catanzaro, I introduced
before as the project manager, will present an
overview of this feasibility study, and after her
presentation, I will open the floor for public
comments.

Thank you.

MS. CATANZARO: Thanks, Byron.
So just a little bit about our study.

It's not working.

The study, the purpose of course is
navigation and it's -- we're going to look at ways we
can reduce transportation costs while providing for
safe, reliable navigation on the Houston Ship Channel
System. Again, the study partner is the Port of
Houston Authority. The study authority is under Section 216, Flood Control. It authorizes studies to review the operation of completed federal projects and recommends project modifications when advisable due to significantly changed physical or economic conditions.

So this next study area is the Houston Ship Channel System includes a highly complex system that includes 50 miles of channel, 25 miles of different types of private and public industrial terminals, and has over 8,000 vessels and 200,000 barges moving on the channel yearly, over 250 tons of cargo each year.

To address navigation problems, the channel is divided in six study segments and design vessels were identified for each to formulate the measures evaluated.

Okay. So the top study segment, that's for the Boggy Bayou to Turning Basin in the yellow and orange, and I guess pink is the upper channel. It has issues of being very narrow, has insufficient depth, so not as deep as the areas downstream; and that was also in constrained vessel sizes which caused light loading and one-way traffic in that area.
Now, the section in blue is Barbour's Cut. It is also a narrow channel, it has challenging configurations, and a flare at the entrance causes -- makes entering the channel very difficult.

This, the section in green, which is the Bayport Ship Channel, which has similar problems to Barbour's Cut but also has a high area of shoaling or sedimentation that results in very frequent maintenance dredging it is very possible. And that's that area right there (indicates.)

And then we have the downstream of the area in red, which is most of the -- I mean channel, and that's what we're calling the Bay Reach. It is a narrow channel, it has challenging configurations, a lot of bends to result in congestion, constrained vessel size, and one-way traffic.

When we look at ways to reduce transportation costs and safety across this system, we need to consider existing and future vessels and cargo that utilize them. Containerized and bulk tonnage handled and facilities across the ship channel are expected to increase over time. Export products, like petroleum, will drive up the total tonnage also entering the system. This will lead to growth in a total number of vessels and an average
size of vessels entering the channel. This is expected to worsen existing conditions -- I'm sorry, this is expected to worsen existing congestion issues and capacity limits for the system.

To address the problems, as we just discussed, we develop measures or building blocks of alternatives which were evaluated through several iterations or screenings, after which alternative plans were formulated. 45 structural and non-structural measures were identified during the early planning process and scoped out based on whether they had addressed planning objectives. Non-structural measures -- non-structural measures were eliminated during early screening since they were already willingly eliminated and did not further contribute to the planning objectives.

After a second round of screening, a total of 15 measures were screened out for environmental, engineering, and economic reasons. The remaining 30 measures were carried forward and combined into eight alternatives -- combined into eight alternative plans developed and addressing problems, restrictions, and needs of each design vessel in reach.

The next slide.
So I'm briefly going to cover the alternatives. Alternative one in the top left is the "Minimum System-Wide Plan" that benefits all target vessels.

Alternative two is a "Bay Plan," which more completely and efficiently addresses the need for the Bayport Ship Channel and the Barbour's Cut Channel.

Alternative three is a "Suezmax Plan," targets increased use of Suezmax-sized bulk liquid tankers.

I believe alternative four, the "Aframax Plan," for future increased use of Aframax-sized tankers in the upper channel.

Next slide, please.

Alternative five, another "Bulker Tanker, and Vehicle Carrier Plan" which targets more efficient use of the uppermost part of the HSC by these design vessels.

Alternative six, a "Bay Mooring Plan," which aims to reduce frequent tanker trips back -- from the docks back out to the Gulf anchorages and also serves as a refuge for disabled ships.

Alternative seven is an "Upper Channel Mooring Plan," and is the same as alternative six,
but closer to the docks to further reduce the source
of -- reduce the total trip distance.

   Alternative eight, that is the
"Comprehensive Plan," and that includes the best
measures of alternatives one through seven.

   To more completely address the range
of problems along the entire especially --

   Next slide, please.

   -- okay, we took all of these
alternatives and we analyzed them against not doing
anything, which we call a "No-Action Alternative."
That is just maintaining status quo to determine
which plan maximizes transportation cost savings on
the system. That plan which we called the
"Tentatively Selected Plan" or TSP, which will be
queried forward in study and environmental analysis
and refinement of the plan.

   We included a minimum and maximum
width for the bay widening component of the TSP, and
that's what you see across and in green and within
the red attached slides. That's the plan alternative
eight that maximizes those economic bends that's
given a cost. That $66 million (sic) is over and
above the cost in excess benefits.

   So we included a minimum and maximum
width for the bay widening to ensure we describe a full range of the environmental impacts of the plan which will be -- further redefines and is necessary to safe and efficient navigation of this segment using ships as it progresses.

Next slide please.

And here again is just a larger image of the TSP and the plan includes the channel widening in the bay and some small portions upstream deepening in the further-up central areas, bend easings to allow ships to transit turns better, flare modifications to enter those sites, better turning basins, a mooring area was, as we discussed earlier, and a shoaling attenuation feature to offset that.

Next slide, please.

The benefits of the project compared to no action: Allows ships to load vessels deeper on each transit upstream, reduces total number of vessel calls each year, reduces costs for shipping goods into and out of Houston, and it reduces congestion over all of the channel.

The channel modifications are expected to reduce average wait and transit times a vessel speeds on the channel by as much as three hours, and the delay time reductions are expected to be more
significant in the future when congestion is expected to grow.

Now, for environmental impacts associated with the project, most of the impacts are associated with the dredging footprint on the project. The environmental impacts to oyster reef will result from construction of the project, but those impacts would be fully mitigated by restoring oyster reef in nearby areas of the bay and channel.

Temporary impacts would result from deepening un-vegetated estuarine bay and river bottom; salinity, surge and other hydrodynamics will be assessed and determined through modeling during the next phase of the plan; that detailed analysis of the TSP.

Threatened and endangered sea turtles: There are potential impacts and those come from the limited use of hopper dredging that may occur at the constructed channel. We plan to implement best management practices in a hope to minimize those effects.

Impacts to seagrasses, wetlands or other threatened and endangered species are not anticipated from this project.

Next.
So the next steps, we're going to continue public participation by having this meeting. You can comment as well any time you need to with the comment cards, e-mailing them in or through the next public meeting, you can attend that one as well. We are having one next week, the next weekday, the 25th of October at Galena Park.

I need some water. Excuse me.

After the -- the close of the public comments, we will take those and consider them in the next phase of the study as we do our detailed analysis, and that should start around December of the end of this year and last about 16 months. And during that period of time, we will do the engineering -- detailed engineering and environmental analysis and further refinement of the TSP plan. We will also develop a dredged material placement plan.

In May of 2019, that's when we plan to complete the study and develop the final feasibility reports. And then shortly a few months after that, we should forward that up to our chief of engineers for approval, and then after that it's forwarded to Congress before deciding if they are going to authorize it and then appropriate the funds for construction.
Next slide.

So what can you do to participate further, who do you contact, and how do you provide comments? Again, you can include the mailed-in comments to the address you see above to Dr. Kelly Burks-Copes. You can also use our e-mail address. We have a projects e-mail address that goes right to -- I get it, as do some of our other PDT members and all comments should be postmarked or received by November 13th.

If you need more information, you can go to our website. And with all of this information, we will also have this presentation, the video posted on that website and points of contact that you can -- can contact.

So that's the end of the plan presentation. I will turn that back over to Byron.

Thank you all.

MR. WILLIAMS: Thanks, Andrea.

MS. CATANZARO: Yes, sir.

MR. WILLIAMS: Okay. A few more guidelines before I call upon public comments.

Please keep your remarks to five minutes as we would like everyone to have an opportunity to speak. I do not believe that's going to be a major problem
tonight. We do have this room until 8:30. We would like to emphasize that this will not be a question and answer here.

SPEAKER: We can't hear you.

Microphone.

MR. WILLIAMS: Okay. Let's start over.

Keep your remarks to five minutes. As I stated earlier, I don't believe this will be a major problem tonight. We have a number of commenters. We would like for everyone to have an opportunity to speak. We do have this room until 8:30. We would also like to emphasize that this is not a question-and-answer session. This meeting is to provide everyone with an opportunity to publicly comment on the selective plan.

Please give all speakers the courtesy of not making any comments during their presentation and by silencing your phones and holding all calls and/or other reactions so we can conduct an orderly meeting and remain respectful of everyone's time. All individuals have an equal right to be heard.

Okay. I'll now begin calling on commenters who will have five minutes and you will be warned within 30 seconds of the time that is
remaining by Greg Sevcik (ph) sitting in the front row. Again, I do not believe that will be a problem.

And when you're called upon, come to the podium, identify yourself by your full name and any organization that you may represent.

Our first public comment spokesperson will be Philip Kropf.

MR. KROPF: This microphone?

MR. WILLIAMS: (Nods.)

MR. KROPF: This is what I get for getting here early and filling out the first form.

My name is Philip Kropf. I'm a recreational boater, sailboater; been sailing on Galveston Bay since the early '90s; a former commodore, past commodore of the largest, probably one of the most active boating organizations in the area called Texas Marine Education Association.

I'm a retired architect and in my spare time, I represent the recreational boaters to the Coast Guard Area Maritime Security Committee; the Lone Star Harbor Safety Committee, the area committee which deals with environmental issues; and also I'm the boater representative on the Coast Guard's ASP coordination team.

I was around here five years ago when
the ship channel was deepened and widened. The -- we got some things out of that the boaters liked but it was -- it was a tough battle because unlike what we're having during this study with the opportunity to have private -- public comments and information provided, some things that were proposed as the projects was getting ready to happen that boaters were not happy with.

We did end up with two boater cuts, though, and a rebuilt Redfish Island as part of that project -- or tangential to that project. And so as part of this study -- and I've been following it as a member of the Harbor Safety Committee for a couple of years now -- in the upper part of the channel, voters don't basically go above the Hartman Bridge for the most part. So what happens, you have -- it doesn't have an impact on us, what happens in the Bay reach does have an impact.

And the two things we're concerned about of the widening in the channel -- and I totally understand the reasons for this, and don't object to it basically -- but how it's done and what it impacts is of interest to voters. 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.

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.

I got that that out of a meeting today
with another Corps of Engineers person and Weeks
Marine (ph) where they were about to do some dredging
up there because of issues like that, the result of
Harvey.

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.
The Houston Yacht Club representative, he's left, they kind of got blind-sided a few years ago by another feature that was going to be put in up there, they got wind of this but advance notice -- or no advance notice they were on board with this.

And so we will be writing comments, providing our ideas, and we just want whatever's going to happen to have some benefits to boaters and not be detrimental. We are all for the environmental part of it, the oyster reef. I am not personally either -- I do care about that and the other environmental issues and I know you're all studying that carefully.

Thank you.

MR. WILLIAMS: Thank you.

Our next speaker will be Stephanie Cardenas. Did I say that correctly?

MS. CARDENAS: Well, "Cardenas."

A little -- I need a stool. My name is Stephanie Cardenas and I have been living on the shoreline here in La Porte for my entire life, and 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.

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.

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.

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?

And I think that those were all of my concerns, but I'll have them in writing as well.

MR. WILLIAMS: Thank you.

MS. CARDENAS: Thank you.

MR. WILLIAMS: Thank you very much.

Mr. Mark Vincent, director of channel development for the Port of Houston also just arrived.

Our next commenter is Mr. Dick Wright.

He declined?

MS. CATANZARO: He declined.

MR. WILLIAMS: Okay. Actually, that's all the commenters we have, unless somebody else would like to say something.

Okay. We have gone through all of our list of those who have indicated they wanted to make a statement.

In conclusion, written comments on the draft feasibility study and environmental impact statement must be received on or before November 13th, 2017, this conclusion of the 45-day comment period that begins on September 1st, 2017.

I would like to thank the Port of
Houston Authority for their efforts and assistance in preparing and holding this meeting tonight. I thank you all for your attendance and interests and that -- and the interest that has been expressed here tonight.

Again, my name is Byron Williams. I'm with the Corps of Engineers. I thank you and goodnight.

(Proceedings concluded at 7:42 p.m.)

STATE OF TEXAS
COUNTY OF HARRIS

REPORTER'S CERTIFICATE
HOUSTON SHIP CHANNEL EXPANSION PROJECT PUBLIC MEETING
PUT ON BY ANDREA CATANZARO AND BYRON WILLIAMS
October 19, 2017

I, Michelle Hartman, the undersigned Certified Shorthand Reporter in and for the State of Texas and Registered Professional Reporter, certify that the facts stated in the foregoing pages are true and correct.

I further certify that I am neither attorney or counsel for, related to, nor employed by any parties to the action in which this testimony is
taken and, further, that I am not a relative or employee of any counsel employed by the parties hereto or financially interested in the action.

SUBSCRIBED AND SWORN TO under my hand and seal of office on this _______ day of November, 2017.

Michelle Hartman, CSR, RPR
Texas CSR 7093
Expiration: 12/31/17
Public Meeting at Galena Park High School on 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.
SUMMARY OF OPENING REMARKS AND STUDY PRESENTATION

Opening remarks for the Houston Ship Channel Expansion Channel Improvement Project public meeting held on October 25, 2017 at Galena Park High School were provided by Colonel Lars Zetterstrom, Commanding Officer and District Engineer for the U.S. Army Corps of Engineers, Galveston District. Opening remarks included the purpose of the public meeting, the purpose of the study, an introduction of public officials or their representatives (Mr. Clifton Edwards, representative of Harris County Commissioner Jack Cagle and Mr. Reese Martin, Interim Chief of Police for the City of Galena Park), an introduction of the U.S. Army Corps of Engineers project team representatives present (Andrea Catanaro, Project Manager; Brian Harper, Regional Planning and Environmental Center Chief; Cheryl Jaynes, Planning Lead; Tammy Gilmore, Environmental Lead; and Dr. Harmon Brown, Environmental Specialist), and an explanation of the meeting ground rules.

The study presentation was provided by Andrea Catanzaro, U.S. Army Corps of Engineers Project Manager for the Houston Ship Channel Expansion Channel Improvement Project. The study presentation included information about the study
purpose and study authority, the Houston Ship Channel study area, existing and future conditions for the ship channel, the screening process for measures developed to address problems along the ship channel, an overview and benefit-to-cost analysis of the eight alternative plans developed, an overview of the Tentatively Selected Plan (TSP), potential impacts from the TSP and mitigation, next steps in the study process, and who to contact for additional information and where to provide comments.

THE VERBAL COMMENT PORTION OF THE MEETING WAS FACILITATED BY COLONEL LARS ZETTERSTROM.

COL. ZETTERSTROM: All right. What are we limiting the comments to? Is there a time limit?

MR. SEVCIK: Five minutes I think.

COL. ZETTERSTROM: Five minutes. If you can, please try to maintain and keep your comments to five minutes. We would appreciate that.

We would also like for everyone to have an opportunity to speak tonight, which is why we have the time constraint. We are scheduled and we have only this room until 8:30 this evening. So we would like to emphasize that, you know, we have to complete that question-and-answer period by that time. It looks like we will be able to do that with
the number of people.

This meeting is to provide everyone
with an opportunity to publicly comment on our plan.
Please give all speakers the courtesy of not making
any comments during the presentation silencing your
phone, holding your applause and other reactions so
that we can conduct an orderly meeting and remain
respectful of everyone's time and everyone's
comments. All individuals have an equal right to be
heard.

So the individuals that currently we
have had indicate that they would like to make a
verbal comment this evening are Amy Dinn, James
Prazak, Richard Wright, Kevin Matakis, and Michael
Long. I hope that I pronounced everyone's names
properly.

So at this time I will call on the
first individual to make verbal comments. So if they
will come forward here, they get to --

Do they have to come up here?

MS. CATANZARO: (Nods.)

COL. ZETTERSTROM: Yeah, you can make
your comments where you feel most comfortable making
your comments.

MS. CATANZARO: The podium's here.
COL. ZETTERSTROM: But if you want to feel the power of the podium, you're more than welcome to come here.

(Discussion off record)

MS. CATANZARO: Yeah. Yes, I actually need them close to the podium.

COL. ZETTERSTROM: Let me actually modify that comment. So we would like everyone to come up here just because -- because of the lack of the court reporter, we're recording on this device here and we want to make sure that your comments are heard for the record and make sure that they can be considered in the completion of this feasibility study.

So the first individual I would like to bring up this evening is Ms. Amy Dinn.

Amy, are you here?

MS. DINN: I have a question that --

COL. ZETTERSTROM: Sure.

MS. DINN: Are y'all able to answer questions or are we just making a statement?

MS. CATANZARO: This portion's not necessarily an answer session. If you want to have answered a question, you know, later or --

MS. DINN: Okay.

COL. ZETTERSTROM: Okay.
MS. DINN: All right. Thank you.

MS. CATANZARO: We're just trying to keep it consistent with the way we did it the last time.

MS. DINN: Yeah.

COL. ZETTERSTROM: This is the second public meeting.

MS. DINN: Oh.

COL. ZETTERSTROM: So does that mean that you would like to -- you can still have an opportunity if you don't want to --

MALE SPEAKER: You can still ask a question, but we wouldn't be able to answer it directly.

MS. CATANZARO: Yeah.

COL. ZETTERSTROM: You can make your comments and ask your question, but we're not going to respond to your question this evening officially, but we will be able to respond.

MS. DINN: That's okay. I'll pass then.

COL. ZETTERSTROM: You're going to pass?

AMY: Yeah.

COL. ZETTERSTROM: Okay. So we're
going to transition to written comments on that one.
Thank you.

So the next is Mr. James Prazak.

MR. PRAZAK: I don't think I want to
add anything now.

COL. ZETTERSTROM: Nothing?

Mr. Richard wright?

MR. WRIGHT: YES, SIR.

COL. ZETTERSTROM: Please come up,
Sir. Thank you.

MR. WRIGHT: Richard Wright with
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.

MALE SPEAKER: Speak up.

MR. WRIGHT: Sure.

Is this better?

MALE SPEAKER: Yeah.

MR. WRIGHT: Do it again?

MALE SPEAKER: Yeah.

MR. WRIGHT: Richard Wright,
engineering project manager with Magellan.

Overall, we're very supportive of this initiative and what it does. We do have specific concerns with how it will interface with our facilities and the assets that we have along the channel, how the widening will impact those.

And we're -- our comment specifically is we would like an opportunity to work out those engineering details somewhere in this process.

COL. ZETTERSTROM: Okay. Thank you, sir.

MR. WRIGHT: Thank you.

COL. ZETTERSTROM: The next individual would be Mr. Kevin Matakis.

MR. MATAKIS: I would like to submit my comment, please.

COL. ZETTERSTROM: Okay. Thank you, sir.

And then finally Mr. Michael Long.

MR. LONG: The same, I'll submit them.

COL. ZETTERSTROM: Okay. And there will be time afterward for informal discussions, but for the purpose -- because this is a formal, public meeting we need to make sure that we're formal and get your comments for the record and make sure that
they're incorporated into our final analysis and into
the final step.

So I guess now we get to go to

conclusion. So in conclusion, written comments on
the draft integrated feasibility study and
environmental impact statement must be received on or
before November 13th, 2017, the conclusion of the
45-day comment period that began on September 1st,
2017.

I would like to thank the Port of

Houston Authority for their efforts and assistance in
preparing and holding this meeting tonight. I thank
you all for your attendance and interests and the
interest that has been expressed here tonight in this
critical project.

With that, the meeting is adjourned.

(Proceedings adjourned at 7:31 p.m.)
STATE OF TEXAS
COUNTY OF HARRIS

REPORTER'S CERTIFICATE

HOUSTON SHIP CHANNEL EXPANSION PROJECT PUBLIC MEETING
PUT ON BY ANDREA CANTANZARO
AND COLONEL LARS ZETTERSTROM

October 25, 2017

I, Michelle Hartman, the undersigned Certified Shorthand Reporter in and for the State of Texas and Registered Professional Reporter, certify that the facts stated in the foregoing pages are true and correct.

I further certify that I am neither attorney or counsel for, related to, nor employed by any parties to the action in which this testimony is taken and, further, that I am not a relative or employee of any counsel employed by the parties hereto or financially interested in the action.

SUBSCRIBED AND SWORN TO under my hand and seal of office on this ______ day of November, 2017.

Michelle Hartman, CSR, RPR
Texas CSR 7093
Expiration: 12/31/17
ATTACHMENT 3

COMMENTS AND RESPONSES ON THE DRAFT INTEGRATED FEASIBILITY REPORT AND 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 to 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 your time.

Sincerely,

John M. Gross
Commander Galveston Bay Sail and Power Squadron
281-433-3091
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*
ARE YOU A PUBLIC OFFICIAL? / ¿ES USTED UN FUNCIONARIO PÚBLICO?
☐ YES/SÍ  ☒ NO/NO  If yes, position/Puesto: ____________________________

Name/Nombre:
CAPT. DOUG CHAPPELL

Mailing Address/Dirección de Envío
2951 MARINA BAY DR. SUITE 130-396
League City, TX 77573

Email Address/Correo Electrónico
captchase@gmail.com

Affiliation/Afilicación
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?
How 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 terminus outcomes of this effort. I support industry, shipping, port operations and the environmental protection requests. 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 marina, 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 East Houston 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 MATTHIS

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 WIDENER 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.
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,

Catherine Chinni
Environmental Specialist
13105 NW Freeway, Ste. 825
Houston, TX 77040
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

---

Private and confidential as detailed [here](#). If you cannot access hyperlink, please e-mail sender.
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.
Measures Evaluated

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 – Boggy 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 Boggy 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.
APPROX. PROPOSED
SHIP CHANNEL
WIDENING (530')
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 Flourney
Chairman
Greater Houston Port Bureau
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
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

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.
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 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 suzmax 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.
Key Contact Details:

Michael Long  
1111 Bagby Street Suite 1800  
Houston, TX  77002  
832-699-5311  
mlong@contanda.com

Regards,

Contanda LLC

[Signature]

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 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.

- **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
16606 Locke Haven
Houston TX 77059

City, State, Zip Code/Ciudad, Estado, Código Postal

Email Address/Correo Electrónico
Jack.Yoes@stbglobal.net

Affiliation/Affiliación
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 Boletín Integrado de Factibilidad y Declaración de Impacto Ambiental?
☐ Newspaper Notice/Aviso de Periódico
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☐ 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
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☐ 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 sitting 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.

[Signature]

Commodore

Houston Yacht Club
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 Chanel 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
November 13, 2017

Valero Marketing and Supply Company
One Valero Way
San Antonio, TX 78249

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
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  
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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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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


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 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.

\(^1\) Woodward and Wui, 2001.
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
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,

Jim Stark
President
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
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.

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.

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:

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 onto 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.
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 disproportionally 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 DIRF-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: 48201215001, 48201215001, 48201215002, and 48201215003 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 48201215001 is 98% minority and 86% low income.
Census Block Group 48201215001 is 100% minority and 64% low income.
Census Block Group 48201215002 is 100% minority and 35% low income.
Census Block Group 48201215003 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 48201215002, 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

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

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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. The following map shows the existing environmental hazards already impacting these neighborhoods:

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. These toxic substances, excavated from the banks of Buffalo Bayou, should not be placed around communities that already 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.

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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 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. 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.

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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 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.

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 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 subcontractors 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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*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
- Barge/Tow Boat Organizations
- Brazos Pilot’s Association
- Bulk Liquid Storage
- Chemical Tank Vessel Owner/Operators
- Chemical Terminals
- Commercial Fishing Vessels
- Container Ships
- Galveston – Texas City Pilots
- Harbor Tug Company
- Houston Pilots
- Line Handlers
- Marine Exchange
- Marine Salvage/Dredging Operators
- Maritime Education Representative
- Non-Liquid/Dry Cargo Vessel Operators
- Non-Liquid Terminal Operators
- Passenger Vessels
- Port Freeport
- Port of Galveston
- Port of Houston
- Port of Texas City
- Recreational Boaters
- Refineries
- Shipping Agents
- Shipyard/Vessel Repair Facilities
- Stevedore/Labor
- 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.
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
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 =<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
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).
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
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’.
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...
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.
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.
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 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: [Signature]
Name: Jeff Selvidge
Title: Senior Vice President
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: [Signature]
Name: Jeff Selvidge
Title: Senior Vice President
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: [Signature]
Name: Jeff Selvidge
Title: Senior Vice President
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 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.

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?
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

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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
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
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.
A reasonable vessel owner fee should be expected for use of the mid-harbor anchorage. The proceeds of such fee should be used to go towards maintenance, operations, and improvements. A reasonable fee for such a vessel would not significantly exceed the average costs involved with mooring the vessel to the city office or another facility. Therefore, at a minimum, the Port will not lease the vessel to any mid-harbor mooring facilities at less than 750'x106' to accommodate the new vessels being built.

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.

Thank you for your comment. The study team estimated significant benefit to widening based on the existing and future traffic volume at Houston Ship Channel.

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 Panamax ships. Modernizing infrastructural elements, including the Port of Houston, is of critical importance to keep Texas competitive in the global economy. The positive industry effect is a significant issue in the Texas economy and meets a consistent need.

Design vessel comments:
- 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.

Daylight restrictions: There are nearly 10,000 tank vessel transits in Houston every year. Of these, 50% have their beams in the range of 120' to 150', 25% have beams greater than 120', and 25% have beams less than 120'. These vessel transits 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 20% will have drafts in excess of 39', and are thus subject to daylight restrictions. This translates to 1372 vessels (approximately 1/day) required to wait till daylight. There are over 1800 LPG vessel transits on the Houston Ship Channel every year. Of these vessels (approximately 1/day) are subject to daylight restrictions because the vessel transits are carrying range anchorage (LOC) greater than 39'. Assuming that half of the 1800 vessels were ready to transit during the day and half were ready to transit at night, 900 vessels (approximately 2/day) 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 leave a vessel.

The Coalition supports projects to improve port operations, including efforts to deepen and widen key channels to accommodate larger and more efficient vessels including the new Panamax ships. Modernizing infrastructural elements, including the Port of Houston, is of critical importance to keep Texas competitive in the global economy. The positive industry effect is a significant issue in the Texas economy and meets a consistent need.
The study team evaluated mooring facility construction. As detailed in the report, there is potential benefit from deepening the Bayou to reduce congestion and improve vessel traffic. The recommended plan includes channel deepening to -46.5 ft MLLW from Boggy Bayou to the upper channel. This will facilitate the transit of larger containerships and Suezmax tankers. Final design will be determined in the preconstruction engineering and design (PED) phase.

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.

These rules were taken into consideration throughout the study process. Allowing these restrictions resulted in significant benefits which justify channel widening in the Bay from Bolivar Roads to Redfish Island.

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.

Lack of Aframax/Suezmax capacity above Boggy Bayou: A number of terminal operators with property above Boggy Bayou (ITC Pasadena (2 docks), Kinder Morgan Galena Park (5 docks), Magellan Galena Park (3 docks), Kinder Morgan Pasadena (1 dock), ... to handle vessels with drafts =<40'). Magellan Pasadena, which is currently under construction, will also be capable of accommodating vessels with drafts up to 45'. 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.

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 through the entire system. However, there is significant cost of channel widening in the key reach. The recommended plan includes channel widening from Bolivar Roads to Redfish Island to help reduce the congestion caused by this issue and others.

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.

The study team evaluated moving facility construction. As detailed in the report, there is potential benefit from deepening the Bayou to reduce congestion and improve vessel traffic. The recommended plan includes channel deepening to -46.5 ft MLLW from Boggy Bayou to the upper channel. This will facilitate the transit of larger containerships and Suezmax tankers. Final design will be determined in the preconstruction engineering and design (PED) phase.

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Though the current common vessels to the Houston Ship Channel is currently 60’x90’, the target vessel for any wet mooring facility would be between 80’x90’ for vessel size and 90’x100’ for the maximum beam to allow for cargo care operations, stores, bunkering from barges, and crew changes.

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).

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 this time, the study team did not have the ability to anticipate the channel widening. The study team determined that a 130,000DWT Suezmax vessel remained the target design vessel. At the request of the Port, the mooring facility was removed from consideration and is not part of the recommended plan.

According to the DPFS-2S, the current ship channel will be unable to accommodate forecasted commodity and vessel growth without significant and system-wide inefficiencies. See DPFS-2S at E-1. The project is explicitly using under-design to incentivize efficiency in the channel’s order to be able to handle this forecasted growth. For the DPFS-2S, does not allow analysis whether and how much of the forecasted growth would ever be possible without economic incentives and further efforts to optimize the channel.

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 considered in the previous report. The study defined the Suezmax vessel past Boggy Bayou (Study Segment 4). The study found over 130 million dollars average annual equivalent costs (AEC) that would be avoided under the recommended plan. In the programming, the current channel configuration would lead to capacity constraints. However, the study must also consider trade-offs between channel and facility configuration which will limit total channel capacity. The study assumes the same trade volume with or without a project. Transportation modeling involved significant delays associated with commodity and foot growth moving through the current channel capacity. Channel widening and recommended as part of this project alter for more efficient vessel movements and more optimal vessel loading.

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 simulation. At this time, the study team did not have the ability to anticipate the channel widening. The study team determined that a 130,000DWT Suezmax vessel remained the target design vessel. At the request of the Port, the mooring facility was removed from consideration and is not part of the recommended plan. The study performed an independent analysis of future transportation costs associated with channel congestion and suboptimal vessel utilizing in the absence of a project. The study found over 130 million dollars average annual equivalent costs (AEC) that would be avoided under the recommended plan. In the programming, the current channel configuration would lead to capacity constraints. However, the study must also consider trade-offs between channel and facility configuration which will limit total channel capacity. The study assumes the same trade volume with or without a project. Transportation modeling involved significant delays associated with commodity and foot growth moving through the current channel capacity. Channel widening and recommended as part of this project alter for more efficient vessel movements and more optimal vessel loading.

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). 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 simulation. At this time, the study team did not have the ability to anticipate the channel widening. The study team determined that a 130,000DWT Suezmax vessel remained the target design vessel. At the request of the Port, the mooring facility was removed from consideration and is not part of the recommended plan.

At 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 G of the FREIS. Additional ship simulations will occur in PED.

The realty of the existing flood of Mississippi Inlet include vessels will be between 138’ and 145’. Request the design Ameroship vessel for segment 4 have a beam of 145’.
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 - Contendas LLC
10-Nov
A. Contandas has a major new development planned for Segment 4 of the proposed widening project. Although Channel widening will benefit some of our project, our project conflicts with the currently proposed widening plans. As a result, Contandas requests a coordination meeting with stakeholders to review the proposed widening plan to find an effort to work through these potential conflicts.

Email Engineering
2017-11-10, Contandas.pdf

Comment noted. No changes are planned other than deepening at the Hunting Turning Basin at Section (TTS2). 

Michael Long Project Director - Contendas LLC
10-Nov
B. The Turning Basin at 775+000 currently proposed in Segment 4 will have a significant impact on our proposed development, provided the construction of multiple dock facilities and in its current form to major conflicts with our current developments. Contandas requests a coordination meeting with NAVOAC to review the proposed turning basin to find an effort to work through these potential conflicts.

Email Engineering
2017-11-10, Contandas.pdf

Comment noted.

Michael Long Project Director - Contendas LLC
10-Nov
C. Contandas 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. Contandas would be glad to provide support to such a committee.

Email Engineering
2017-11-13,Magellan_Op_Co_Comments.pdf

Comment noted.

Richard Wright Engineering Manager, Magellan
25-Oct
A very much in support of the intent of the project. Wants to work on specific engineering with how it will interface with their facilities. Would like the opportunity to work out the engineering details.

Mailed Geaux Port Public Meeting Engineering

A meeting with channel users in Segment 4 took place on June 6, 2018. The channel widening has been adjusted to the extent practicable.

Steve Byrne Marine Technical Advisor - Shell Trading Ltd. Company
10-Nov
A. As a result, Contandas 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_Contandas.pdf

Comment noted. Existing set back requirements are not changed.

James Proctor Chair Lone Star Harbor Safety Committee
13-Nov
A. 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 interact with existing and planned dock facilities (e.g., setback, outermost mooring structures, ability to conduct operations without interference, etc.)

Email Engineering
2017-11-13, Shell.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.

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.

Email Engineering
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Comment noted.

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Email Engineering
2017-11-13,Magellan_Terminal_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.

Mailed Engineering
2017-11-13 Valero.pdf

Comment Noted.

Rich Lashway Senior Vice-President, MVP Terminalling, LLC
10-Nov
MVP Terminalling, LLC is a company in the business of shipping and receiving liquid bulk products. We appreciate the opportunity to provide comments for the DIFR-EIS. Based on the DIFR-EIS, more particularly the Houston Ship Channel Expansion Channel Improvement Project, Harris, Chambers, Galveston, and San Bernard Rivers, Texas (the "Project"). We appreciate the opportunity to provide comments for the DIFR-EIS.

Mailed Engineering
2017-11-10 MVP Terminalling.pdf

Comment noted.

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.

Mailed Engineering
2017-11-13_Magellan_Terminal_Comments.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.

Mailed Engineering
2017-11-13_Magellan_Op_Co_Comments.pdf

Comment noted.

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Mailed Engineering
2017-11-13_Magellan_Terminal_Comments.pdf

Comment noted.

Jeff Selvidge Magellan Operating Company, LLC
13-Nov
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Mailed Engineering
2017-11-13_Magellan_Op_Co_Comments.pdf

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Mailed Engineering
2017-11-13_Magellan_Terminal_Comments.pdf

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Mailed Engineering
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Mailed Engineering
2017-11-13_Magellan_Terminal_Comments.pdf

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Jeff Selvidge Magellan Operating Company, LLC
13-Nov
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Mailed Engineering
2017-11-13_Magellan_Op_Co_Comments.pdf

Comment noted.
Deeper and wider barge lanes: A number of tow vessel operators transiting the Houston Ship Canal have experienced adverse hydrodynamic forces across sections or between sections when large vessels are transited near the shallower parts of the barge lanes. With the increasing of vessel sizes, especially larger container vessels traveling in and from Galveston and Barataria Bay, operators expect the navigation to become more frequent. Based on the new tow vessel operation experience, GICA recommends deepening the barge lanes to a minimum of 12.5 feet and widening the barge lanes by an additional 20 feet to improve navigation safety. Deepening would serve to mitigate under keel clearance issues experienced by large breakbulk vessels and reduces the water velocity at the bottom of the barge lane, which will improve overkeel clearance with the large vessels. Improvements to the barge lanes will provide the required operational maintenance space and should result in mitigating adverse and hydrodynamic effects.

Rich Lashway
Senior Vice President, 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 Canal 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 under construction since the Project was mapped out. For example, Magellan is the owner and operator of the Megellan Galena Park Terminal, as well as the only 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 any Magellan permitted ship docks. Magellan’s Ship Dock 5 was constructed under a Letter of Permission ("LOP") in USACE permit SR90-180-1989. These ship dock platforms will not be impacted in any way during the expansion. TB4 775+00 will be constructed in its place under the same permit within the next year. The second turning basin proposed for Segment 4 is TB4 Hunting, Station 915+00 ("TB4 Hunting") on Figure 4-17 of the Engineering Appendix shows only the 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 its permitted 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, these 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 new ship docks from service will have significant negative economic impacts which should be considered as part of the review of the TSP.

Jeff Selvidge
Senior Vice President, Magellan Terminals Holdings, L.P
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 Canal 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 under construction since the Project was mapped out. For example, MVPC is the owner of the MVP Phasea, Terminal, as well as the only 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 any MVP permitted ship docks. MVP’s Ship Dock 5 was constructed under a Letter of Permission ("LOP") in USACE permit SR90-180-1989. These ship dock platforms will not be impacted in any way during the expansion. TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, MVP would lose operability of two of the permitted ship docks at the Galena Park facility. Both of these new ship docks enable MVPC to handle larger and an increased volume of ships. Further, these two new ship docks have required and will continue to require significant investment on the part of MVP. 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 new ship docks from service will have significant negative economic impacts which should be considered as part of the review of the TSP.

Julieta Paita
North Channel Star
11-Sep

Based on the DIFR-EIS, more particularly the Houston Ship Canal 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 under construction since the Project was mapped out. For example, MVP is the owner of the MVP Phasea, Terminal, as well as the only 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 any MVP permitted ship docks. MVP’s Ship Dock 5 was constructed under a Letter of Permission ("LOP") in USACE permit SR90-180-1989. These ship dock platforms will not be impacted in any way during the expansion. TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, MVP would lose operability of two of the permitted ship docks at the Galena Park facility. Both of these new ship docks enable MVP to handle larger and an increased volume of ships. Further, these two new ship docks have required and will continue to require significant investment on the part of MVP. 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 new ship docks from service will have significant negative economic impacts which should be considered as part of the review of the TSP.

Self-seal
MVP Terminalling, LLC
11-Sep

Based on the DIFR-EIS, more particularly the Houston Ship Canal 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 under construction since the Project was mapped out. For example, MVPC is the owner of the MVP Phasea, Terminal, as well as the only 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 any MVP permitted ship docks. MVP’s Ship Dock 5 was constructed under a Letter of Permission ("LOP") in USACE permit SR90-180-1989. These ship dock platforms will not be impacted in any way during the expansion. TB4 775+00 will conflict with two of the permitted ship dock platforms and if the Project were to proceed as currently proposed, MVP would lose operability of two of the permitted ship docks at the Galena Park facility. Both of these new ship docks enable MVP to handle larger and an increased volume of ships. Further, these two new ship docks have required and will continue to require significant investment on the part of MVP. 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 new ship docks from service will have significant negative economic impacts which should be considered as part of the review of the TSP.

Self-seal
MVP Terminalling, LLC
11-Sep

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Less of importance to boaters, the other feature that I've been studying, and I spent a whole day studying the one of my concerns is the toxicity of this. I am wondering about the mercury levels and that type of thing that 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 oil that ends up in the Bayport area. I really understand. So I am understanding what that feature would be and I have it the totally conceptually but sort of follow around the canal in two channels, (indiscernible) what we would like to see hopefully would be to get again something out of it, money on a recreational basis, and the turnaround plan purposes, it 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.

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 lot of small businesses and so forth than they have in the center. For instance, future issue that I wonder what the governmental impacts are to not only people that are along the coastline but also people who live far more centrally in the center of La Porte and surrounding areas that this would affect.

Written
La Porte Public Meeting Environmental 2017-11-10_HYC.pdf Comment Noted

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 channel. Many of these projects do not take the time to study the area and need to draft their way. It is key. These Houston Yacht Club members, volunteers to HVC and other folks who use historic Galveston Bay for recreational use. The combination of the shoaling attenuation structure and the turning basin may on the other hand, restrict the number of recreational boats and may already be so restrictive so that we will be forced into the HVC in a very good, non-navigable condition that further on the Galveston Bay is already restrictive for recreational purposes.

The dredging of the last two years and the increased ship traffic in the Bayport channel has increased the ability of the Houston Yacht Club to handle recreational activities. The planned projects should help provide some relief for HVC from the costs of keeping our harbor open.

Written
La Porte Public Meeting Environmental 2017-11-10_HVC.pdf Comment Noted

Director of Advocacy - The Galveston Bay Foundation

The project include multiple benefit areas, but also must take into consideration economic impacts when designing the DMP. The material document plan has been coordinated with the resource agencies, and determined to balance economics with environmental considerations.

Written
La Porte Public Meeting Environmental 2017-11-13_GBF.pdf Comment Noted
1. Engineering Modeling Parameters: As is written on page 6-19, we agree that a thorough set of salinity and current measurements in the Bay would be a very helpful addition to modeling Galveston Bay. However, given the current project status of the site from the Galveston Bay system, GCE believes that the U.S. Army Corps of Engineers should spare no effort and expense better assessing project impacts on systems and better ensuring that any mitigation and sediment transport and contouring (hydrodynamic) measurements in the modeling are certified for use through a rigid scientific process. We note that 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.

2. 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 address this? 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:

   a. What are the specific contaminants of concern for the site? What studies, if any, have been done in regards to this site? Have there been any relevant studies concerning releases that were previously conducted near the site? Does the Army Corps or others have a sense of what will happen when the dredged material is released?

   b. 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 areas to ensure that no further contamination occurs? Will that information be made available to the public?

   c. Before supporting this portion of the HSCIP, we argue that more information is needed to ensure accountability.

   d. What will be the engineering parameters for the proposed engineering actions? What water or sediment sampling will be performed on dredged material? What contaminants will be tested for?

   e. How will the Corps ensure that the engineering parameters established in the proposed engineering actions will be achieved? How will the Corps ensure that any sediment transport or shoaling is accurately accounted for in the project?

   f. Will there be any engineering parameters established specifically for the St. Patrick’s Island area? What water or sediment sampling will be performed on dredged material? What contaminants will be tested for?

   g. How will the Corps ensure that any sediment transport or shoaling is accurately accounted for in the project?
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 Corps and the Agencies to consider the disproportionate impacts on vulnerable communities while the project is being implemented but also how increased traffic in and around the project area 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 areas residents on a direct and indirect basis of the implementation of the TSP.

The EIS fails to properly evaluate environmental justice issues by averaging relevant data over the entire 22-tract project area. 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 that census block group 482012125003 is 98% minority and 68% low income. Census Block Group 482012336002 is 100% minority and 68% low income. 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). The identification of such communities and the subsequent adverse impacts on them as a result of increased traffic in the TSP would trigger Executive Order 12898. CPC wishes to see the DIFR-EIS and FIFR-EIS take a more comprehensive look at the various ways that the implementation of the 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 Corps and the Agencies to consider the disproportionate impacts on vulnerable communities while the project is being implemented but also how increased traffic in and around the project area 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 areas residents on a direct and indirect basis of the implementation of the TSP.

Likewise, the DIFR-EIS acknowledges that a “22-tract average of the census tracts containing the TSP” resulted in 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 must encompass the project area is 75.6% minority, with a median income of over $48,000 a year. See DIFR-EIS at § 7 7.2.7.0. In this post, the Agency must consider a more comprehensive EJ analysis given the minority high population within the project area. Therefore, the USACE’s new step was to consider the percentage 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 cite that “direct effects” from the project area are minimal. The USACE also fails to revisit the methodology employed by the USACE to arrive at the conclusion that “disproportionate high adverse effects on low-income or minority population groups” are not to be expected. See DIFR-EIS at § 7.4.6.4.20. To trigger Executive Order 12898, the effects of the project must be both adverse, and affect a low-income or minority population more so than it would the general public. Any adverse effects that substantially affect a minority or low-income population are “special circumstances” and will trigger Executive Order 12898.

The GIS 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 GIS fails to identify many communities adjacent to the ship channel that are overburdened with environmental hazards. One example is Census Block Group 482012110001, which has a minority population of 87% and a low-income population of 69%. Census Block Group 482012337001 is 100% minority and 77% low-income. Census Block Group 482012337007 is 100% minority and 75% low-income. Census Block Group 482012330002 is 69% minority and 68% low-income. Census Block Group 482012330006 is 69% minority and 68% low-income. 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 “closest to the TSP” for the purposes of the EIS. See DIFR-EIS § 7.2.7.0. – 7.30. The USACE also fails to note that the census tract data for the area closest to the TSP is 26.7% minority. Two less tract must be reminded CPC would prefer that the Agency not lose those census tracts that the USACE considers to be “closer” to the TSP. The Agency considers the demographics of each of those tracts individually, and that the Agency must rely on the census tract data to come up with an average median household income of $62,005, and then stated that census block group 482012125003 is 98% minority and 68% low income. Census Block Group 482012336002 is 100% minority and 68% low income. Census Block Group 482012110001 is 87% minority and 68% low-income. Census Block Group 482012337001 is 100% minority and 77% low-income. Census Block Group 482012337007 is 100% minority and 75% low-income. Census Block Group 482012330002 is 69% minority and 68% low-income. Census Block Group 482012330006 is 69% minority and 68% low-income. 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 that census block group 482012125003 is 98% minority and 68% low income. Census Block Group 482012336002 is 100% minority and 68% low income. Census Block Group 482012110001 is 87% minority and 68% low-income. Census Block Group 482012337001 is 100% minority and 77% low-income. Census Block Group 482012337007 is 100% minority and 75% low-income. Census Block Group 482012330002 is 69% minority and 68% low-income. Census Block Group 482012330006 is 69% minority and 68% low-income. The GIS fails to properly evaluate environmental justice issues by averaging relevant data over the entire 22-tract project area. 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3. Objection to Proposed Placement Areas near Residential Neighborhoods

Public Comments

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 75-91.5 MCY of dredged material generated for maintenance (DIFR-EIS at § 7.4.1, 7-14). Yet the DIFR-EIS 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 the 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 for the TSP are to be located on the mainland which is "mostly developed" or "highly developed." See DIFR-EIS at § 7.6.1, 7-26. For the segments where there are fewer large tracts of undeveloped land, there are still mentions in the DIFR-EIS that there are relatively large upland PA sites. See DIFR-EIS at § 7.6.1, 7-28. 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 understanding the environmental impacts for the new upland placement sites shown in Table 7.4, the DIFR-EIS recognizes that the upland CDFs are "most likely" to have cultural resources and residential impacts. See DIFR-EIS at § 7.6.1, 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 of existing dikes or during periodic placement of dredging materials. See DIFR-EIS at § 2.6.3, 2-30. Yet nothing is done further in the DIFR-EIS to analyze these 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 7.6.4, the "nearby" impacts suggested in Table 7.4 appear impressive to the USACE at HPA when it comes to assessing 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 upland PAs. See DIFR-EIS at § 7.6.1, 7-30. The DIFR-EIS further acknowledges that it has not yet conducted "appropriate surveillance for cultural resource" for potential upland CDFs. See DIFR-EIS at § 7.6.1, 7-30. Such work is necessary.

While the DIFR-EIS states its intentions to assess the impacts of the new placement areas, it is also important to consider the impact of this environmental justice community where the project area is located, which could have a significant impact on nearby residential neighborhoods. See DIFR-EIS at Table 6-3, 6-5. However, the DIFR-EIS wholly fails to consider the potential impacts these sites could have on residential neighborhoods in the project area. See DIFR-EIS at § 2.6.3, 2-30. Without identifying a single neighborhood for the study area by name, the report indicates that PMP will not have an impact on community cohesion or quality of life. Yet in reality, there are many neighborhoods along the HSC with significant concentrations of environmental justice communities where the PA exist now or potentially in the future. See DIFR-EIS at § 6.4.4-6.4.5. It simply cannot state no impacts will occur. See DIFR-EIS at § 7.6.3, 7-30. How the USACE and HPA can reach this conclusion (given the known environmental justice communities in the project area) at the same time it states it does not know where the new PAs will be single or not small is simply not believable. An evaluation of environmental justice consequences must be updated to include the effects of any new upland PAs listed or considered in the Dredged Material Management Plan (DMMP) that are not identified in the public comments on the DIFR-EIS.

For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30. For the segments where there are fewer large tracts of undeveloped land, the DIFR-EIS states that the HSC is "very lightly" or "likely" developed. See DIFR-EIS at § 7.6.1, 7-30.
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, 482012105001, 482012102001, and 482012103001 and are 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:

- **Pleasantville**: Census Block Group 482012115001 is 98% minority and 64% low income.
- **Denver Harbor/Port Houston**: Census Block Group 482012105001 is 97% minority and 70% low income.
- **Clinton Park**: Census Block Group 482012102001 is 97% minority and 67% low income.

Compared to the entire City of Houston, which is 47% minority and 68% low income, this census data indicates a higher minority and low-income population in these four neighborhoods next to the Glendale PA. As shown above, all four block groups are non-Hispanic majority-populated, with relatively high proportion of residents without high school diploma (16%, 29%, 36%, and 57%, respectively) compared to the City of Houston (27%). With the exception of residents in Denver Harbor/Port Houston, the majority of adjacent residents are low-income (as defined by the EPA) and at least two of which are considered to be more economically disadvantaged than the City of Houston.

**Public Comments**

- **Environment**: 2017-11-13_LoneStarLegalAid_Comments.pdf

The neighborhoods of Pleasantville were 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. Crockett 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 Schools' 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 impacted area is shown below:

**Public Comments**

- **Environment**: 2017-11-13_LoneStarLegalAid_Comments.pdf

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 (Cilton Park and Galena Park ISD’s), and includes part of the City of Houston. From its inception, this area has been almost exclusively an African American community. Sparked by the proximity to I-10 and the Port and nearby Ship Channel industries, development in the area began before World War II. Large holding ponds containing material dredged from the Houston Ship Channel are located adjacent to the residential area. The high water areas surrounding the ponds are deforestation fronts on the flat coastal plains that are adjacent to the residential area. As such, 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. Crockett 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 Schools’ 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 impacted area is shown below:

**Public Comments**

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**Surprisingly, the DFR-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 DFR-EIS, Appx. D at 17. The DFR-EIS only states: “significant public relations work will be required prior to construction and use due to past dike breaches.” See DFR-EIS, Appx. D at 17. This causal mention seems to suggest that there have been problems with the Glendale PA that did not impact the nearby neighborhoods. The DFR-EIS does not discuss these problems or suggest that dike breaches could be a potential impact for neighborhoods nearby any selected PA. However, there is evidence in the environmental justice analysis done in connection with the DFR-EIS of these in the mention of the risk of dike breaches in any existing releases of the PA is discussed in the DFR-EIS even though both the USACE and EPA are sparse on your future releases.**

**Public Comments**

- **Environment**: 2017-11-13_LoneStarLegalAid_Comments.pdf

See Sections 1.6, 3.4 and 4.2.3 of Appendix G of the FIFR-EIS.
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.

Public Comments

iii. New Placement Areas

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 Richmond-Bong area to the Greenspoint area. The daily congregation of 1200 children and weekly congregation of families in near the location of exposed dredged materials. The daily congregation of 3000 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's position is that the Filter Bed site is not suitable or feasible for future uses of dredged material placement, and the USACE should have prioritized the DIFR-EIS as the reason stated in the section about the Glendale PA.

Public Comments

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 Richmond-Bong area to the Greenspoint area. The daily congregation of 1200 children and weekly congregation of families in near the location of exposed dredged materials. The daily congregation of 3000 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's position is that the Filter Bed site is not suitable or feasible for future uses of dredged material placement, and the USACE should have prioritized the DIFR-EIS as the reason stated in the section about the Glendale PA.

Public Comments

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 (URA), Relocation Assistance Benefits must analyze and address these identified issues with any selected PAs, either existing or newly constructed for this project.

Public Comments
Amy Dinn,
Rodrigo Cantu,
Colin Cox

Lone Star Legal Aid

Amy Dinn,
Rodrigo Cantu,
Colin Cox

Lone Star Legal Aid

Amy Dinn,
Rodrigo Cantu,
Colin Cox

Lone Star Legal Aid

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
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 74, 7-28. The DIFREIS makes this same omission for the nearby residential areas identified in all six segments in
13-Nov 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

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Rodrigo Cantu,
Colin Cox

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Public Comments
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Comment noted.

Public Comments
Mailed

Environmental

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Widening has been avoided from this area of the project

Lone Star Legal Aid

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, Public Comments
Mailed
13-Nov selenium and zinc, as well as pesticides and petrochemicals, according to EPA testing.

Environmental

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Widening has been avoided from this area of the project

Lone Star Legal Aid

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 Public Comments
Mailed
13-Nov to ensure that distribution of the contaminated sediment has not changed.

Environmental

2017-11-13_LoneStarLegalAid_Comments.pdf

Widening has been avoided from this area of the project

Lone Star Legal Aid

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
Public Comments
Mailed
13-Nov wake of Hurricane Harvey measured dioxin levels of 70,000 ng/kg, the highest readings recorded at the site.

Environmental

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Widening has been avoided from this area of the project


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 properly disposed of. In light of the persistent and unpredictable nature of dioxin, the CPC suggests additional testing be performed in areas on either side of the ROC that are traversed by the Bay Ridge section of the TBP. Such a testing protocol is a better solution to detect dioxin from the SWHP, given the persistence and widespread 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 Bogg Bayou to Geneva Bayou would involve the acquisition of a small portion of land currently owned by the Texas Deepwater Terminal. See DIFR-EIS at § 7.1.6.16, 19. It is imperative that HPA assure the public that the land to be acquired is clean and free of contaminants before excision in the EIS. HPA does not provide enough information in the DIFR-EIS to determine whether Texas Deepwater Terminal or HPA has already performed an environmental assessment or on-going monitoring to ensure that no potentially carcinogenic contaminants are present on the property and that they are fully remediated before the EIS begins.

Mailed Environmental 2017-11-13_LoneStarLegalAid_Comments.pdf Comment noted.

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 HTWR sites continue to be created and discovered is impossible to predict. See DIFR-EIS § 3.3.3.3-1. Despite this unpredictability, there must be some level of diligence applied by both the SAPAC 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 EIS. For example, the DIFR-EIS acknowledges that there are some HTWR sites on the land currently owned by the HTWR at the northern end of the project area.

According to the EPA's "Cleanups in My Community" Map, there are fifteen active RCRA sites all within a half-mile of the HTWR. The EPA is using procedures for existing HTWR that are not capable of preventing new spills. It is incumbent upon the Agency to immediately investigate these sites and initiate a testing and cleanup program. The CPC recommends that the USACE conduct testing on sediment material in the Project Area that is in close proximity to the project. As shown in Exhibit 1, the Environmental Protection Agency's "Cleanups in My Community" map has identified fifteen sites with ongoing RCRA corrective cleanup 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 sites are in the Project AreaSeleventeen (17) of the sites have not been classified for groundwater, and at least one site is not included in the "Cleanups in My Community" Map. Nine of these sites are considered unclassifiable.

Mailed Environmental 2017-11-13_LoneStarLegalAid_Comments.pdf Comment noted.

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." Specifically, 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 after 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 waste contamination.

Mailed Environmental 2017-11-13_LoneStarLegalAid_Comments.pdf Comment noted.

E. Air Quality

The DIFR-EIS does only a cursory analysis of air quality, finding no significant adverse impacts. The DIFR-EIS is deficient for failing to analyze significant likely air impacts associated with induced growth that will foreseeably result from the TSP. For example, 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 Table 6-32. It is foreseeable growth, and much of it is dependent on the more efficient ship channel envisioned in the TBP. This growth will result in significant increases in landside air emissions. Much of the equipment used to unload the cargo is powered by diesel engines and generators. The cargo is then loaded onto diesel-fueled trucks and rail cars for transport. As a result, landside emissions have the potential to increase. The DIFR-EIS is silent on the landside air emissions of these easily foreseeable traffic increases.

Mailed Environmental 2017-11-13_LoneStarLegalAid_Comments.pdf See Appendix J

Comment noted.

Rodrigo Cantu, Colin Cox Lone Star Legal Aid 13-Nov

Amy Dinn, Rodrigo Cantu, Colin Cox Lone Star Legal Aid 13-Nov

Rodrigo Cantu, Colin Cox Lone Star Legal Aid 13-Nov

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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 foreclosed port efficiencies. This makes the proposal, were it not for the federal government 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. 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. Consequently, the DIFR-EIS must examine landside air impacts in the form of diesel exhaust from port machinery 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. with regard to dredging and filling activities within US waters. Section 6.8.2.4 of the RIF-EIS requires appropriate balancing of established environmental guidelines with the economic impacts, in navigation and anchorage or not allowing the proposed disposal to proceed. The baseline for this analysis is the no action alternative must result in unacceptable adverse impacts to the environment. See CWA, Section 404(c).

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 advocates the USACE’s use of alternate construction techniques which would avoid small wetlands along the north shore of the GCC. See DIFR-EIS at § 6.14.0-30. However, CPC welcomes the avoidance of any impacts on the 5.7 acres of potential total tidal marsh near west of Margaret Point. See DIFR-EIS § 6.12.1.6; 7-8; CPC encourages any efforts to avoid expected wetlands as a result of CSH dredging activities. Should the wetlands be affected or should potential fields become developed in a later time due to the construction of buffed stages along the channel, CPC advocates for the USACE to take into consideration the potential loss of other areas of the wetland be implemented. See DIFR-EIS at § 6.14.0-30. The DIFR-EIS at § 6.14.0-30 suggests that the USACE is taking into consideration being able to mitigate or avoid any effect of 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. Since the public is aware of how close the new PA site are to known wetlands, it will be able to better assess whether or not the wetlands are to be impacted by the new PA site and what form such an impact might take.

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, App. A, § 4.1.1. The DIFR-EIS, App. A, § 4.1.1. In fact states that the project is not expected to significantly impact any educational opportunities, prevent enrollment or use of reduce the diversity of engaging the opportunities. See DIFR-EIS, App. A, § 4.1.1. 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, it would prevent HPA’s and USACE’s goals. The expansion of Port Houston is critical to the Gulf Coast area, especially in the port of Houston that should be developed in a manner that incorporates more skilled workers into the labor force. Further, the USACE and HPA should consider having contracts and subcontracts that employ full-time employees with benefits as opposed to subcontracting through temporary agencies or using independent contractors on the GCFP.

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 foreclosed port efficiencies. This makes the proposal, were it not for the federal government 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. 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. Consequently, the DIFR-EIS must examine landside air impacts in the form of diesel exhaust from port machinery and rail transportation that are associated with this resultant increase in cargo volume.
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 ECP 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 add these issues more meaningfully before submitting the FIFR-EIS.

- Storm surge modeling considers sea level rise. The modeling report can be found in Appendix C, Reference Section 2.10.4, Appendix R (DMMP). USACE has considered a few potential opportunities.

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Mooring facilities were considered during formulation and evaluation of the Recommended Plan. Given the high terminal utilizations and increasing berth restrictions, this sort of operation is getting sometimes be easier to load a barge and have the barge meet the vessel while the vessel is conducting other business. This high terminal utilizations and increasing berth restrictions, this sort of operation is getting sometimes be easier to load a barge and have the barge meet the vessel while the vessel is conducting other business. The fleet forecast does not include autonomous vessels. Traffic control systems, smart bays 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.

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Public Comments
Charles Flournoy Greater Houston Port Bureau 9-Nov

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Public Comments
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Public Comments
Lisa F. Regan Coalition 13-Nov

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Public Comments
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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.
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 (i.e., Federal) agencies of the HSC-ECIP (a schedule of federal planning meetings) provide opportunities for public and utility operators to present their schedules of regular communications to affected operators regarding relocation dates, along with opportunities for face-to-face interactions. In this context, the Coalition believes that it must be able to effectively communicate the impact of the relocation process on the public and the local economy, and also take steps to ensure that all stakeholders have an opportunity to be included or excluded from relocation decisions. In doing so, it is essential that all potentially affected facilities have been accurately identified and other included or excluded from relocation plans.

Public Comments

ATTACHMENT 4

COMMENTS AND RESPONSES ON THE FINAL INTEGRATED FEASIBILITY REPORT AND EIS
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,

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
ER 17/0410

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,

[Signature]
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
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 pollution\(^1\) 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 (NOx) 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

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 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 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 Steinhans
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
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 Fed. 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 (NOx) 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 at the 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 NOx 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 NOx, 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.