

Bluewater SPM Project
Docket No. MARAD-2019-0094

PUBLIC SCOPING MEETING SUMMARY REPORT

U.S. Coast Guard and Maritime Administration
Washington, D.C.
August 22, 2019



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1 INTRODUCTION

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) have received an application from Bluewater Texas Terminal LLC (BWTT) to license to construct, own, and operate a deepwater port pursuant to the Deepwater Port Act (DWPA) of 1974, as amended, 33 U.S.C. 1501 et seq (the Act), and in accordance with the USCG and the MARAD implementing regulations. The Bluewater SPM Project (Project) includes a deepwater port (DWP) consisting of two single point mooring (SPM) buoy systems, 56.48 statute miles of pipeline infrastructure, and an approximate 19-acre booster station. The Project's deepwater port would extend approximately 15 nautical miles (approximately 17.26 statute miles) offshore from San Jose Island in San Patricio County, Texas into the Gulf of Mexico. The deepwater port proposed location is within federal waters within the Outer Continental Shelf (OCS). BWTT proposes to construct, operate, and eventually decommission an offshore terminal with associated inshore and onshore components for the export of crude oil. The Project will allow for the loading of very large crude carriers (VLCCs) at the proposed DWP via two SPM buoy systems. The MARAD license, if issued, would cover the DWP and offshore pipelines up to the mean high tide (MHT) line at San Jose Island.

BWTT has applied for a DWP operating license from MARAD, and other federal and state permits from agencies which have jurisdiction over some aspect of the Project. Both offshore, inshore, and onshore portions of the Project are included in the BWTT application over which MARAD and other federal and state agencies have jurisdictional authority.

This Public Scoping Report includes a summary of the open house and scoping meeting including notices provided to the public (Appendices A and B), attendance, summary of comments, copies of posters and handouts that were presented at the open house and public scoping meeting (Appendix C), and the transcript from the scoping meeting (Appendix D).

2 PURPOSE OF SCOPING

The National Environmental Policy Act (NEPA) requires federal agencies to document the potential environmental impacts of their proposed projects and policies. During the NEPA process, agencies consider issues ranging from air quality and biological impacts to cultural resources and socioeconomic impacts. The most detailed analysis prescribed by the Council on Environmental Quality regulations (Title 40 CFR Parts 1500 – 1508) is the Environmental Impact Statement (EIS). An EIS is a detailed written statement with the primary purpose of ensuring the policies and goals of NEPA are incorporated into federal programs and actions. The EIS should provide full and fair discussion of significant environmental impacts and inform decisionmakers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment. In the case of DWPs, pursuant to a delegation of authority from the Secretary of Transportation, the Maritime Administrator makes the federal decision on whether a license should be issued. The Secretaries of Transportation and Homeland Security (collectively "Secretary") have delegated the authority to process DWP applications to MARAD and the USCG respectively. The USCG and MARAD share responsibility for preparation of the EIS. The Act requires the USCG and MARAD to comply with the requirements of NEPA and fulfill the requirements of all federal agencies in carrying out their jurisdictional permitting responsibilities. To the extent an Adjacent Coastal State has jurisdiction over onshore and nearshore aspects of the project, the USCG and MARAD incorporate the necessary information and analysis to meet the state's environmental impact review requirements in the NEPA document.

The purpose of NEPA scoping activities is to provide “an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action.” (40 CFR § 1501.7). Scoping provides early notification of the Project to regulatory agencies and the public and solicits input from interested parties at the Project’s earliest stages. The goal of early participation is to help prevent misconceptions, help limit unnecessary delays, satisfy information requests, and fulfill the intent of NEPA. The scoping process identifies potential benefits, concerns, issues, and information sources related to the Project. These activities help define the scope of study required for the EIS. The USCG and MARAD have determined that the appropriate level of NEPA review for the Project license application is an EIS. The process will be conducted in the following steps:

- Public Scoping: In this phase of the NEPA process, the USCG and MARAD ask the public to provide feedback on the proposed Project, potential environmental impacts, and analysis methods. Public scoping is critical for determining the issues that will be discussed in the EIS and the way in which the study will be conducted. Outreach efforts include the publication of a Notice of Intent to prepare an EIS in the Federal Register, announcements of the public scoping meeting in local newspapers (see Appendices A and B), placement of the application in public libraries, and hosting informational open houses and public meetings in the Adjacent Coastal State at a location close to where the Project is proposed (see Appendix C for posters and handouts provided at the informational open house and public scoping meeting).
- Draft EIS: The Draft EIS will be the first public version of the formal document. It will be placed in public libraries throughout the affected area where it may be reviewed. The Draft EIS will also be distributed to interested federal, state, regional, and local agencies; private citizens; and local organizations. The USCG and MARAD will hold a public meeting to provide citizens an opportunity to make formal oral and written comments concerning the Draft EIS. Outreach efforts will include the publication of a Notice of Availability of the Draft EIS in the Federal Register, announcements of a public comment meeting in the local newspapers and mailing of the Draft EIS to interested parties.
- Final EIS: After the close of the comment period on the Draft EIS, USCG and MARAD will prepare a Final EIS to document the manner in which comments have been resolved. A Notice of Availability of the Final EIS will appear in the Federal Register and local newspapers.
- License Application Hearing: A public hearing on the license application is mandated by the Act. The comments received on the Final EIS will be addressed as appropriate in the preparation of the Record of Decision. Federal agencies and the governor of the State of Texas will have 45 days after the final public license application hearing to make their final comments on the application. The Secretary will have an additional 45 days to make the decision.

3 SCOPING MEETING SUMMARY

The open house and public scoping meeting were held on July 22, 2019 in Corpus Christi, Texas. The location for these events was publicly accessible, Americans with Disabilities Act accessible, and in a central location for the general public. Details of the meeting location and timing are provided below.

July 22, 2019 Event	Time (central)
Informational Open House	4:00-6:00 pm
Public Scoping Meeting	6:00-8:00 pm
Omni Corpus Christi Hotel 900 North Shoreline Boulevard Corpus Christi, TX 78401 361-887-1600	

3.1 Meeting Attendance

All persons attending the open house and the public scoping meeting were asked to sign in on either the public sign-in sheet or the media sign-in sheet. While entering the meeting, individuals were asked to indicate whether they wanted to be added to the mailing list. Fifty-five individuals signed into the public sign-in sheet as landowners or members of various organizations and two representatives signed into the meeting as media. Table 1 below summarizes the attendance at the open house and public scoping meeting.

Table 1 Attendance of Open House and Public Scoping Meeting	
List	Organizations Represented
Public Sign-in Sheet	<ul style="list-style-type: none"> • Multiple Landowners • Corpus Christi City Council • Texas Parks and Wildlife Department • Wyatt Aerial Productions • BES Energy • MSI • City of Corpus Christi • Duke Controls, Inc. • USCG- Corpus Christi • AECOM • City of Portland • Port of Corpus Christi Authority • Port Aransas Conservancy • Consulere Resources • Trinity Consultants • MAC Media • Port Industries of Corpus Christi • Coastal Alliance to Protect our Environment • Omni Hotels • Phillips 66 • Clean Economy Coalition
Media Sign-in Sheet	KRIS TV KIII TV

3.2 Comments at the Public Scoping Meeting

During the sign-in process, everyone was asked if they wanted to provide an oral or written comment during the public scoping meeting. Persons wishing to provide an oral comment were asked to enter their name on a separate speaker’s list; those wishing to provide a written comment were provided a written comment form or asked to submit their prepared comment. Seven speakers provided oral comments and six written comments were submitted at the open house and public scoping meeting. Table 2 summarizes information about the speakers and those who provided written comments at the open house and public scoping meeting.

Commenter Name	Comment Type	Commenter Affiliation
Cindy Clark	Oral	Port Aransas Conservancy and Keep Her Wild Port Aransas
Omar Garcia	Oral	Chief External Affairs Officer, Port of Corpus Christi
John Donovan	Oral	Port Aransas Conservancy
Errol Summerlin	Oral	Portland Citizens United and Coastal Alliance to Protect our Environment
James Klein	Oral	Clean Economy Coalition and local chapter of the Sierra Club
Kathy Fulton	Oral	Port Aransas Conservancy and Keep Her Wild Port Aransas
John Morris	Oral	Port Aransas Conservancy
Jo Krueger	Written	Landowner
Deborah Galatzan	Written	Landowner/Business Owner
John Donovan	Written	Port Aransas Conservancy
Martha Jean Hilliard	Written	Landowner
Ray Allen	Written	Coastal Bend Bays & Estuaries Program
Reyanna Whitmore	Written	Landowner

The public scoping meeting transcripts have been placed on the Project’s electronic docket, at www.regulations.gov, under Docket Number: MARAD-2019-0094 and are available in Appendix D. In summary, the oral and written comments from the open house and public scoping meeting addressed the following topics, which will be examined in the EIS:

- Concern over the tank farm/booster station located on Harbor Island and what would be included at the tank farm;

- Concern of the pipeline route traveling north of the City of Gregory, an equal justice community;
- Concern regarding minimization of future oil spills, ecological impacts from a spill, and recommendation of a detailed spill contingency plan;
- Concern regarding the critical habitat within the Project area;
- Cumulative impacts from the other Projects within the coastal bend;
- Potential impacts to wetlands, bird habitats, fisheries, and the estuary;
- Concerns over air emissions and marine vapor control;
- Concern regarding soil quality and water quality of the sheetflow on farmlands;
- Alternative routes that would avoid disrupting local business within the RV Park and Harbor Village Cottages area; and
- Concern regarding existing contamination at Harbor Island.

4 COMMENTS SUBMITTED OUTSIDE OF THE SCOPING MEETING

In addition to the opportunity to provide oral and/or written comments at the public scoping meeting as discussed in Section 3, the public was also given the opportunity to submit comments via mail, fax, by hand, or to the electronic docket which can be found at www.regulations.gov, under Docket Number: MARAD-2019-0094. Table 3 includes the comments submitted outside of the scoping meeting to date.

Table 3 Summary of Comments Submitted Outside of the Scoping Meeting			
Commenter Name	Comment Type	Commenter Affiliation	Comment Topic
Kristen Monsell	Online	Center for Biological Diversity	<p>Recommends programmatic EIS and Section 7 consultations with the number of DWP applications</p> <p>Recommends alternative analysis, direct and indirect effects analysis, and cumulative impacts analysis within the EIS.</p> <p>Recommend including effect on GOM resources including deepwater corals and marine mammals.</p> <p>Concern on increased vessel traffic and ship strikes and effects on marine environment.</p> <p>Concerns on impacts of noise pollution to marine mammals.</p> <p>Increased risks of spills should be included in the EIS.</p> <p>Transportation of Invasive Species in Ballast Water should be included in the EIS.</p> <p>Consider the significant impacts from the emissions of greenhouse gases and climate change.</p> <p>Consider the impacts of other air pollutants.</p> <p>Consider other harmful impacts including pipeline</p>

Table 3 Summary of Comments Submitted Outside of the Scoping Meeting			
Commenter Name	Comment Type	Commenter Affiliation	Comment Topic
			<p>incidents and effect to public safety, spills, artificial light, and water quality.</p> <p>Consider that the proposed project could lead to induced oil production and fracking, EIS should consider all environmental impacts from induced oil production.</p> <p>Must comply with ESA Section 7 consultations.</p>
Sally Rush	Online	Landowner	<p>Concern regarding effects on tourism, livelihood, and the environment.</p>
Eric Wolvovsky	Online	Public Citizen	<p>Sediment resources within the outer-continental shelf and potential obstruction of access to mineral resources.</p>
Rebecca Hensley	Online	Texas Parks and Wildlife Department	<p>Potential impacts to coastal resources, state threatened and endangered species, Gulf beaches, critical habitat, recreational and commercial fisheries, fisheries, shellfish, bird nesting habitat, nongame bird species, coastal habitats, invasive species, public land use and access, and wildlife should be included within the EIS.</p> <p>Inclusion of decommissioning impacts such as pipeline removal should be included in with EIS.</p> <p>Inclusion of a Hurricane Response Plan and Stormwater Management Plan.</p> <p>Concerns regarding soil stabilization practices during construction.</p> <p>Concern regarding coordination with the TPWD Region 4 Regional Response team for technical guidance and authorization.</p>
Jeffrey Robinson	Direct to USCG	EPA Region 6	<p>Concerns regarding the analysis provided in the application on Maximum Available Control Technology, Prevention of Significant Deterioration, and Title V air permitting.</p>
Robert Lawrence	Direct to USCG	EPA Region 6	<p>EPA requests to be a cooperating agency.</p> <p>Impacts to coastal and wetland resources should be included in the EIS, including consideration of future</p>

Table 3 Summary of Comments Submitted Outside of the Scoping Meeting			
Commenter Name	Comment Type	Commenter Affiliation	Comment Topic
			federal and state restoration projects. Wetland mitigation plan, consistent with the 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources be included in the EIS. If dredging is associated with the Project, compliance with the Marine Protection, Research, and Sanctuaries Act would be required. Concerns regarding Clean Water Act and Clean Air Act compliance.
Arturo Blanco	Direct to USCG	EPA Region 6	Concerns regarding purpose and need, mitigation, alternative development, impacts to water and biological resources, wetlands, endangered species, invasive species management, habitat protection, air quality, cumulative impacts, cultural/historic resource impacts, and environmental justice.
Jennifer Shelby Walker	Online	Padre Island National Seashore	The main concerns regarding project impacts to sea turtles during construction, routine operation, potential accidents, and end of use decommission are to juvenile green sea turtles and the adult Kemp's ridley sea turtles that inhabit and use those areas. Strengthening the discussion regarding those two species is suggested. Timing of the 9-week HDD construction phase will be important in regard to reducing impacts to avoid nesting season and periods of extreme cold weather when inshore sea turtles can become incapacitated.

Appendix A

3. Technical Assistance

As noted throughout the notice, recipients should review FTA's program circulars for general program guidance. FTA headquarters and regional staff will be pleased to answer questions and provide any technical assistance needed to apply for FTA program funds and manage grants. At its discretion, FTA may also use program oversight consultants to provide technical assistance to grantees on a case by case basis. This notice and the program guidance circulars identified in this document may be accessed on FTA's website: www.transit.dot.gov.

G. Grant Management

1. Grant Reporting

FTA grantees are required to report on their grants. It is critical to ensure reports demonstrate that reasonable progress is being made on projects. At a minimum, all awards require a Federal Financial Report (FFR) and a Milestone Progress Report (MPR) on an annual basis. Some reports are required quarterly depending on the recipient and the type of projects funded under the grant and FTA's risk-based reporting policy that went into effect on October 1, 2017. The requirements for these reports and other reporting requirements can be found in the latest version of FTA Circular 5010. FTA staff, auditors, and contractors rely on the information provided in the FFR and MPR to review and report on the status of both financial and project-level activities contained in the grant. It is critical that recipients provide accurate and complete information in these reports and submit them by the required due date. Failure to report and/or demonstrate reasonable progress on projects can result in suspension or premature closeout of a grant.

2. Inactive Grants and Grant Closeout

In FY 2019, FTA will continue to focus on identifying and working with recipients to close inactive grants. If appropriate, FTA will act to closeout and deobligate funds from these grants if reasonable progress is not made. The efficient use of funds will further FTA's fulfillment of its mission to provide efficient and effective public transportation systems for the nation.

In October 2018, FTA identified a list of grants that were awarded on or prior to September 30, 2015 that had not disbursed funds since September 30, 2017 or had never disbursed funds. FTA Regional Offices will contact grant recipients with grants that meet these criteria, to close the grant and deobligate any remaining funds unless the grantee

can provide information that demonstrates projects funded by the grant remain active and there is a realistic schedule to expedite completion of the projects.

Issued in Washington, DC.

K. Jane Williams,

Acting Administrator.

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DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2019-0094]

Deepwater Port License Application: Bluewater Texas Terminal LLC (Bluewater)

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of intent; notice of public meeting; request for comments.

SUMMARY: The U.S. Coast Guard (USCG), in coordination with the Maritime Administration (MARAD), will prepare an environmental impact statement (EIS) as part of the environmental review of the Bluewater Texas Terminal LLC (Bluewater) Deepwater Port License Application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore oil export deepwater port that would be located in Federal waters approximately 15 nautical miles off the coast of San Patricio County, Texas in a water depth of approximately 89 feet. The deepwater port would allow for the loading of Very Large Crude Carriers (VLCCs) and other sized crude oil cargo carriers via a single point mooring buoy system.

This Notice of Intent (NOI) requests public participation in the scoping process, provides information on how to participate, and announces an informational open house and public meeting in Corpus Christi, Texas. Pursuant to the criteria provided in the Deepwater Port Act of 1974, as amended (the Act), Texas is the designated Adjacent Coastal State for this application.

DATES: There will be one public scoping meeting held in connection with the Bluewater Deepwater Port License Application. The meeting will be held in Corpus Christi, Texas, on Monday, July 22, 2019, from 6:00 p.m. to 8:00 p.m. The public meeting will be preceded by an informational open house from 4:00 p.m. to 6:00 p.m.

The public meeting may end later than the stated time, depending on the

number of persons wishing to speak. Additionally, materials submitted in response to this request for comments on the Bluewater application must reach the Federal Docket Management Facility as detailed below by Wednesday, July 31, 2019.

ADDRESSES: The open house and public meeting in Corpus Christi, Texas will be held at the Omni Corpus Christi Hotel, 900 N Shoreline Boulevard, Corpus Christi, Texas, 78401, phone: (361) 887-1600, web address: <https://www.omnihotels.com/hotels/corpus-christi>. Parking is available at the venue.

The public docket for the Bluewater Deepwater Port License Application is maintained by the U.S. Department of Transportation, Docket Management Facility, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. The license application is available for viewing at the [Regulations.gov](http://www.regulations.gov) website: <http://www.regulations.gov> under docket number MARAD-2019-0094.

We encourage you to submit comments electronically through the Federal eRulemaking Portal at <http://www.regulations.gov>. If you submit your comments electronically, it is not necessary to also submit a hard copy. If you cannot submit material using <http://www.regulations.gov>, please contact either Mr. Roddy Bachman, USCG, or Ms. Yvette M. Fields, MARAD, as listed in the following **FOR FURTHER INFORMATION CONTACT** section of this document, which also provides alternate instructions for submitting written comments. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted. Anonymous comments will be accepted. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. The Federal Docket Management Facility's telephone number is 202-366-9317 or 202-366-9826, the fax number is 202-493-2251. **FOR FURTHER INFORMATION CONTACT:** Mr. Roddy Bachman, USCG, telephone: 202-372-1451, email: Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields, MARAD, telephone: 202-366-0926, email: Yvette.Fields@dot.gov. For questions regarding viewing the Docket, call Docket Operations, telephone: 202-366-9317 or 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Meeting and Open House

We encourage you to attend the informational open house and public

meeting to learn about, and comment on, the proposed deepwater port. You will have the opportunity to submit comments on the scope and significance of the issues related to the proposed deepwater port that should be addressed in the EIS.

Speaker registrations will be available at the door. Speakers at the public scoping meeting will be recognized in the following order: Elected officials, public agencies, individuals or groups in the sign-up order and then anyone else who wishes to speak.

In order to allow everyone a chance to speak at a public meeting, we may limit speaker time, extend the meeting hours, or both. You must identify yourself, and any organization you represent by name. Your remarks will be recorded and/or transcribed for inclusion in the public docket.

You may submit written material at the public meeting, either in place of, or in addition to, speaking. Written material should include your name and address and will be included in the public docket.

Public docket materials will be made available to the public on the Federal Docket Management Facility website (see **ADDRESSES**).

Our public meeting location is wheelchair-accessible and compliant with the Americans with Disabilities Act. If you plan to attend the open house or public meeting and need special assistance such as sign language interpretation, non-English language translator services or other reasonable accommodation, please notify the USCG or MARAD (see **FOR FURTHER INFORMATION CONTACT**) at least 5 business days in advance of the public meeting. Include your contact information as well as information about your specific needs.

Request for Comments

We request public comment on this proposal. The comments may relate to, but are not limited to, the environmental impact of the proposed action. All comments will be accepted. The public meeting is not the only opportunity you have to comment on the Bluewater Deepwater Port License Application. In addition to, or in place of, attending a meeting, you may submit comments directly to the Federal Docket Management Facility during the public comment period (see **DATES**). We will consider all comments and material received during the 30-day scoping period.

The license application, comments and associated documentation, as well as the draft and final EISs (when published), are available for viewing at

the Federal Docket Management System (FDMS) website: <http://www.regulations.gov> under docket number MARAD-2019-0094.

Public comment submissions should include:

- Docket number MARAD-2019-0094.

- Your name and address.

Submit comments or material using only one of the following methods:

- Electronically (preferred for processing) to the Federal Docket Management System (FDMS) website: <http://www.regulations.gov> under docket number MARAD-2019-0094.

- By mail to the Federal Docket Management Facility (MARAD-2019-0094), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

- By personal delivery to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

- By fax to the Federal Docket Management Facility at 202-493-2251.

Faxed, mailed or hand delivered submissions must be unbound, no larger than 8½ by 11 inches and suitable for copying and electronic scanning. The format of electronic submissions should also be no larger than 8½ by 11 inches. If you mail your submission and want to know when it reaches the Federal Docket Management Facility, please include a stamped, self-addressed postcard or envelope.

Regardless of the method used for submitting comments, all submissions will be posted, without change, to the FDMS website (<http://www.regulations.gov>) and will include any personal information you provide. Therefore, submitting this information to the docket makes it public. You may wish to read the Privacy and Use Notice that is available on the FDMS website and the Department of Transportation Privacy Act Notice that appeared in the **Federal Register** on April 11, 2000 (65 FR 19477), see Privacy Act. You may view docket submissions at the Federal Docket Management Facility or electronically on the FDMS website.

Background

Information about deepwater ports, the statutes, and regulations governing their licensing, including the application review process, and the receipt of the current application for the proposed Bluewater deepwater port appears in the Bluewater Notice of Application, Wednesday, June 26, 2019 edition of the **Federal Register** (84 FR 30301). The “Summary of the

Application” from that publication is reprinted below for your convenience.

Consideration of a deepwater port license application includes review of the proposed deepwater port’s impact on the natural and human environment. For the proposed deepwater port, USCG and MARAD are the co-lead Federal agencies for determining the scope of this review, and in this case, it has been determined that review must include preparation of an EIS. This NOI is required by 40 CFR 1501.7. It briefly describes the proposed action, possible alternatives and our proposed scoping process. You can address any questions about the proposed action, the scoping process or the EIS to the USCG or MARAD project managers identified in this notice (see **FOR FURTHER INFORMATION CONTACT**).

Proposed Action and Alternatives

The proposed action requiring environmental review is the Federal licensing of the proposed deepwater port described in “Summary of the Application” below. The alternatives to licensing the proposed port are: (1) Licensing with conditions (including conditions designed to mitigate environmental impact), (2) evaluation of deepwater port and onshore site/pipeline route alternatives or (3) denying the application, which for purposes of environmental review is the “no-action” alternative.

Scoping Process

Public scoping is an early and open process for identifying and determining the scope of issues to be addressed in the EIS. Scoping begins with this notice, continues through the public comment period (see **DATES**), and ends when USCG and MARAD have completed the following actions:

- Invites the participation of Federal, state, and local agencies, any affected Indian tribe, the applicant, in this case Bluewater, and other interested persons;

- Determines the actions, alternatives and impacts described in 40 CFR 1508.25;

- Identifies and eliminates from detailed study, those issues that are not significant or that have been covered elsewhere;

- Identifies other relevant permitting, environmental review and consultation requirements;

- Indicates the relationship between timing of the environmental review and other aspects of the application process; and

- At its discretion, exercises the options provided in 40 CFR 1501.7(b).

Once the scoping process is complete, USCG and MARAD will prepare a draft

EIS. When complete, MARAD will publish a **Federal Register** notice announcing public availability of the Draft EIS. (If you want that notice to be sent to you, please contact the USCG or MARAD project manager identified in FOR FURTHER INFORMATION CONTACT). You will have an opportunity to review and comment on the Draft EIS. The USCG, MARAD and other appropriate cooperating agencies will consider the received comments and then prepare the Final EIS. As with the Draft EIS, we will announce the availability of the Final EIS and give you an opportunity for review and comment. The Act requires a final public hearing to be held in the Adjacent Coastal State. Its purpose is to receive comments on matters related to whether or not an operating license should be issued. The final public hearing will be held after the Final EIS is made available for public review and comment.

Summary of the Application

Bluewater is proposing to construct, own, and operate a deepwater port terminal in the Gulf of Mexico (GOM) to export domestically produced crude oil. The proposed project involves the design, engineering, and construction of a deepwater port, approximately 56.48 miles of pipeline infrastructure, and a booster station. The Bluewater deepwater port would allow for up to two (2) very large crude carriers (VLCCs) or other crude oil carriers to moor at single point mooring (SPM) buoys and connect with the deepwater port via floating connecting crude oil hoses. During single vessel loading operations, the proposed project is capable of loading rates of up to approximately 80,000 barrels per hour (bph) and during simultaneous vessel loading operations, the proposed project is capable of loading rates of 40,000 bph. The facility is expected to service 16 Very Large Crude Carriers (VLCCs) per month.

For the purposes of this application, the proposed Bluewater project is described in three distinguishable segments by locality, to include the onshore components, the inshore components and the offshore components.

Onshore components associated with the proposed Bluewater project are defined as those components on the landward side of the western Redfish Bay Mean High Tide (MHT) line, located in San Patricio and Aransas Counties, Texas. The onshore project components include:

- Approximately 22.20 miles of two (2) new parallel 30-inch-diameter crude

oil pipelines extending from a planned multi-use terminal located south of the City of Taft in San Patricio County, Texas. The planned multi-use terminal will consist of multiple inbound and outbound crude oil pipelines. Two of those outbound pipelines compose the proposed pipeline infrastructure that will extend to the inshore pipeline which connects to the proposed Harbor Island Booster Station (Booster Station) described below.

Inshore components associated with the proposed Bluewater project are defined as those components located between the western Redfish Bay MHT line and the MHT line located at the interface of San Jose Island and the GOM. Inshore project components include:

- Approximately 7.15 miles of two (2) new 30-inch-diameter crude oil pipelines connecting to the onshore facility, an approximately 19-acre booster station and a connection to the offshore pipeline. The onshore pipeline would be located within San Patricio County, Texas and Nueces County, Texas and the Booster Station would be located on Harbor Island in Nueces County, Texas.

- The Booster Station will include approximately 19 acres of land with two (2) aboveground crude oil storage tanks, each with a total storage capacity of 181,000 barrels and two (2) 181,000-barrel water storage tanks. The purpose of water tanks is to allow for the clearing of the pipeline infrastructure. During clearing operations, water from the water storage tanks would be pumped through the pipelines and back to the Booster Station. The displaced crude oil would be placed in the two crude oil storage tanks.

- Additionally, the Booster Station will contain equipment and piping to provide interconnectivity with the crude oil supply network for the Bluewater project. This would include the installation of four (4) 5,500 horsepower electrically powered motors in a series electronically locked into operation as two booster pumping systems delivering approximately 11,000 horsepower to each of the two (2) 30-inch diameter pipelines. Further, the Booster Station would house the necessary infrastructure to support the transport of crude oil through the proposed pipeline infrastructure to the deepwater port for the loading of moored vessels to include a fire water tank, firewater pumps, stormwater runoff treatment plant and pumps, emergency generator, foam and water monitors and an operations office.

Offshore components associated with the proposed Bluewater project are

defined as those components located seaward of the MHT line located at the interface of San Jose Island and the GOM. The offshore project components include:

- Approximately 27.13 miles of two (2) new 30-inch-diameter crude oil pipelines extending from the shoreline crossing at the interface of San Jose Island to the offshore Bluewater deepwater port for crude oil delivery to Single Point Mooring (SPM) buoys.

- Two (2) SPMs in Outer Continental Shelf Matagorda Island Area TX4 lease blocks 698 and 699, approximately 15 nautical miles (17.26 statute miles) off the coast of San Patricio County, Texas in a water depth of approximately 89 feet.

- A catenary anchor leg mooring (CALM) system for each SPM buoy connected to a pipeline end manifold (PLEM) system, mooring hawsers, floating hoses, and sub-marine hoses to allow for the loading of crude oil to vessels moored at the proposed deepwater port. The SPM buoy system will be permanently moored with a symmetrically arranged six-leg anchor dual chain configuration extending to twelve (12) 72-inch-diameter pile anchors installed on the seafloor.

- Each of the proposed SPM buoy systems will consist of inner and outer cylindrical shells subdivided into twelve equal-sized watertight radial compartments. A rotating table will be affixed to the SPM buoy and allow for the connection of moored vessels to the SPM buoy system via mooring hawsers. Two floating hoses equipped with marine break-away couplings will be utilized for the transfer of crude oil from the SPM buoy systems to the moored vessel. Floating hoses will be equipped with strobe lights at 15-foot intervals for detection at night and low-light conditions.

Privacy Act

The electronic form of all comments received into the FDMS can be searched by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). The Department of Transportation Privacy Act Statement can be viewed in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, pages 19477–78) or by visiting <http://www.regulations.gov>.

(Authority: 33 U.S.C. 1501, *et seq.*; 49 CFR 1.93(h))

Dated: June 27, 2019.

By Order of the Maritime Administrator.
T. Mitchell Hudson, Jr.
Secretary, Maritime Administration.
 [FR Doc. 2019-14177 Filed 7-2-19; 8:45 am]
BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2019-0093]

Deepwater Port License Application: Texas GulfLink LLC

AGENCY: Maritime Administration,
Department of Transportation.

ACTION: Notice of intent; notice of public meeting; request for comments.

SUMMARY: The U.S. Coast Guard (USCG), in coordination with the Maritime Administration (MARAD), will prepare an environmental impact statement (EIS) as part of the environmental review of the Texas GulfLink LLC (Texas GulfLink) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore oil export deepwater port that would be located in Federal waters approximately 28.3 nautical miles off the coast of Brazoria County, Texas in a water depth of approximately 104 feet. The deepwater port would allow for the loading of Very Large Crude Carriers (VLCCs) and other sized crude oil cargo carriers via two single point mooring buoy systems.

This Notice of Intent (NOI) requests public participation in the scoping process, provides information on how to participate and announces an informational open house and public meeting in Lake Jackson, Texas. Pursuant to the criteria provided in the Deepwater Port Act of 1974, as amended, (the Act), Texas is the designated Adjacent Coastal State for this application.

DATES: There will be one public scoping meeting held in connection with the Texas GulfLink deepwater port application. The meeting will be held in Lake Jackson, Texas on Wednesday, July 17, 2019, from 6:00 p.m. to 8:00 p.m. The public meeting will be preceded by an informational open house from 4:00 p.m. to 6:00 p.m.

The public meeting may end later than the stated time, depending on the number of persons wishing to speak. Additionally, materials submitted in response to this request for comments on the Texas GulfLink deepwater port license application must reach the Federal Docket Management Facility as

detailed below by Wednesday, July 31, 2019.

ADDRESSES: The open house and public meeting Lake Jackson, TX will take place in the Marriott Courtyard Lake Jackson, 159 State Highway 288, Lake Jackson, Texas 77566, phone: (979) 297-7300, web address: <https://www.marriott.com/hotels/travel/ljncy-courtyard-lake-jackson/>. Free parking is available at the venue.

The public docket for the Texas GulfLink deepwater port license application is maintained by the U.S. Department of Transportation, Docket Management Facility, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. The license application is available for viewing at the *Regulations.gov* website: <http://www.regulations.gov> under docket number MARAD-2019-0093.

We encourage you to submit comments electronically through the Federal eRulemaking Portal at <http://www.regulations.gov>. If you submit your comments electronically, it is not necessary to also submit a hard copy. If you cannot submit material using <http://www.regulations.gov>, please contact either Mr. Patrick Clark, USCG or Yvette Fields, MARAD, as listed in the following **FOR FURTHER INFORMATION CONTACT** section of this document, which also provides alternate instructions for submitting written comments. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted. Anonymous comments will be accepted. All comments received will be posted without change to <http://www.regulations.gov> and will include any personal information you have provided. The Federal Docket Management Facility's telephone number is 202-366-9317 or 202-366-9826, the fax number is 202-493-2251.

FOR FURTHER INFORMATION CONTACT: Mr. Patrick Clark, U.S. Coast Guard, telephone: 202-372-1358, email: Patrick.W.Clark@uscg.mil or Ms. Yvette Fields, Maritime Administration, telephone: 202-366-0926, email: Yvette.Fields@dot.gov. For questions regarding viewing the Docket, call Docket Operations, telephone: 202-366-9317 or 202-366-9826.

SUPPLEMENTARY INFORMATION:

Public Meeting and Open House

We encourage you to attend the informational open house and public meeting to learn about, and comment on, the proposed deepwater port. You will have the opportunity to submit

comments on the scope and significance of the issues related to the proposed deepwater port that should be addressed in the EIS.

Speaker registrations will be available at the door. Speakers at the public scoping meeting will be recognized in the following order: Elected officials, public agencies, individuals or groups in the sign-up order and then anyone else who wishes to speak.

In order to allow everyone a chance to speak at a public meeting, we may limit speaker time, extend the meeting hours, or both. You must identify yourself, and any organization you represent, by name. Your remarks will be recorded and/or transcribed for inclusion in the public docket.

You may submit written material at the public meeting, either in place of, or in addition to, speaking. Written material should include your name and address and will be included in the public docket.

Public docket materials will be made available to the public on the Federal Docket Management Facility website (see **ADDRESSES**).

Our public meeting location is wheelchair-accessible and compliant with the Americans with Disabilities Act. If you plan to attend an open house or public meeting and need special assistance such as sign language interpretation, non-English language translator services or other reasonable accommodation, please notify the USCG or MARAD (see **FOR FURTHER INFORMATION CONTACT**) at least 5 business days in advance of the public meeting. Include your contact information as well as information about your specific needs.

Request for Comments

We request public comment on this proposal. The comments may relate to, but are not limited to, the environmental impact of the proposed action. All comments will be accepted. The public meeting is not the only opportunity you have to comment on the Texas GulfLink deepwater port license application. In addition to, or in place of, attending a meeting, you may submit comments directly to the Federal Docket Management Facility during the public comment period (see **DATES**). We will consider all comments and material received during the 30-day scoping period.

The license application, comments and associated documentation, as well as the draft and final EISs (when published), are available for viewing at the Federal Docket Management System (FDMS) website: <http://www.regulations.gov>

Appendix B

Affidavit of Publication

State of Texas &

County of San Patricio

Before me, the undersigned authority, on this day personally appeared

John D. Bowers, who being by me duly sworn, deposes and says that (s)he is
(name of person representing Newspaper)

the Publisher of the Aransas Pass Progress/Ingleside Index
(Title of Person Representing Newspaper) (Name of Newspaper)
a weekly newspaper.

That the Golder Associates - Deepwater Port License Application
Hereto annexed, was published in the regular issue(s) of said newspaper once each week for
1 successive weeks.

The enclosed notice was published in said newspaper on the following date(s):

July 17, 2019

[Signature]
(Newspaper representative's signature)

Subscribed and sworn to before me this the 24th day of July, 20 19
to certify which witness my hand and seal of office.

(Seal)



[Signature]
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 Subscribe at www.inglesideindex.com or come by our office located at 346 S. Houston St., Aransas Pass Tx, 78336. Our office hours are Monday - Friday from 8 a.m. - 5 p.m.

PUBLIC NOTICE
 The San Patricio County Commissioner's Court will conduct a Public Hearing to consider the District Clerk's Technology Plan, GC51.305 to fund the preservation and restoration of District Clerk records on August 19, 2019 at 9:10 a.m. Room 230 San Patricio County Courthouse.

NOTICE OF PUBLIC HEARING
 Pursuant to Local Government Code, Section 118.025 a Public Hearing will be held August 19, 2019 at 9:05 a.m. in the San Patricio County Commissioners' Courtroom, 400 West Sinton Street, Room 230, Sinton, Texas to consider a plan for funding the preservation and restoration of the County Clerk's records archives.
 Gracie Alaniz-Gonzales
 San Patricio County Clerk



TexSCAN Week of July 14, 2019

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ARROWHEADS

Indian Arrowheads Wanted, Point types: Clovis, Firstview, Eden, Midland, Yuma, Cody, all nice Alibates Points. Must be authentic, unbroken. Top \$\$ paid. Call 979-218-3351 or text photos.

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PUBLIC NOTICE
Informational Open House and Public Scoping Meeting
For the Bluewater SPM Project Deepwater Port License Application
Environmental Impact Statement

The U.S. Coast Guard (USCG), in cooperation with the Maritime Administration (MARAD), announces its intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port (DWP) license application submitted by Bluewater Texas Terminal LLC (BWTT). The application proposes the construction, operation and decommissioning of an offshore crude oil deepwater port export facility within the Outer Continental Shelf (OCS), Mustang Island Area (Gulf of Mexico), approximately 15 nautical miles from San Jose Island, Aransas County, Texas, in water depths of approximately 90 feet. The DWP would consist of two (2) single point mooring (SPM) buoy systems, 56.48 miles of new pipeline infrastructure, and a booster station located on Harbor Island within Aransas, Nueces and San Patricio Counties, Texas.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on July 3, 2019. The USCG and MARAD invite the public to submit comments relating to the scope of the EIS and application. As part of the scoping process, we will hold an informational open house and public meeting at the location listed below. The open house and public meeting are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open house and public meeting and comments may be made throughout the scoping process.

- The open house and public meeting will be held on Monday, July 22, 2019. Open House: 4:00 PM to 6:00 PM; Public Meeting: 6:00 PM to 8:00 PM. These events will be held at the Omni Corpus Christi Hotel, 900 North Shoreline Boulevard, Corpus Christi, Texas 78401. Phone: 361-887-1600.

We encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (MARAD-2019-0094). To make sure your comments are not entered more than once in the docket, please submit them using **only one** of the following means by the close of scoping on **August 2, 2019**:

- Electronically (preferred to expedite processing): Through the Federal Docket Management System website: <http://regulations.gov> under docket number MARAD-2019-0094.
- By Mail: Docket Management Facility (MARAD-2019-0094), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
- By Personal Delivery: To the room and address listed above between 9:00 AM and 5:00 PM, Monday through Friday, except Federal holidays.
- By Fax: to the Docket Management Facility at (202) 493-2251

The Application and supporting materials, including comments, notices and communications, and eventually the Draft and Final EIS may be viewed at the Federal Docket Management Facility website: <http://www.regulations.gov> under docket number MARAD-2019-0094. Comments submitted to the docket receive the same consideration as those made or delivered at the public meetings. These documents are also available for viewing at the following libraries:

- La Retama Public Library, 805 Comanche Street, Corpus Christi, Texas 78401; (361) 826-7055
- Ingleside Public Library, 2775 Waco Street, Ingleside, Texas 78362; (361) 776-5355
- Ed & Hazel Richmond Public Library, 110 North Lamont Street, Aransas Pass, Texas 78336; (361) 758-2350
- Bell Whittington Public Library, 2400 Memorial Parkway, Portland, Texas 78374; (361) 777-4560
- Texas A&M University, Corpus Christi Mary & Jeff Bell Library/Federal Depository, 6300 Ocean Drive #5702, Corpus Christi, Texas 78412; (361) 825-2687
- Robert J. Kleberg Public Library, 220 North 4th Street, Kingsville, Texas 78363; (361) 592-6381
- Owen R. Hopkins Public Library, 3202 McKinzie Road, Corpus Christi, Texas 78410; (361) 826-2350

If you have questions about the deepwater port license application, you may contact Mr. Roddy Bachman, Coast Guard at (202) 372-1451 or Roddy.C.Bachman@uscg.mil, or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

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Gracie Alaniz-Gonzales
San Patricio County Clerk



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July 14, 2019

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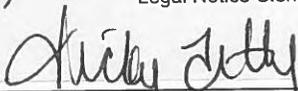
July 12, 2019

July 22, 2019

On this July 22, 2019, I certify that the attached document is a true and exact copy made by the publisher:



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9-19-21

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**PUBLIC NOTICE
Informational Open House
and Public Scoping Meeting
For the Bluewater SPM
Project Deepwater Port
License Application
Environmental Impact
Statement**

The U.S. Coast Guard (USCG), in cooperation with the Maritime Administration (MARAD), announces its intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port (DWP) license application submitted by Bluewater Texas Terminal LLC (BWTT). The application proposes the construction, operation, and decommissioning of an offshore crude oil deepwater port export facility with the Outer Continental Shelf (OCS), Mustang Island Area (Gulf of Mexico), approximately 15 nautical miles from San Jose Island, Aransas County, Texas, water depths of approximately 90 feet. The DWP would consist of two single point mooring (SPM) buoy systems, 56.48 miles of new pipeline infrastructure, and a booster station located on Harbor Island within Aransas, Nueces, and San Patricio Counties, Texas.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 2019. The USCG and MARAD invite the public to submit comments relative to the scope of the EIS application. As part of the scoping process, we will hold an informational open house and public meeting at the location listed below. The open house and public meeting are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted.

9-19-21

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- By Mail: Docket Management Facility (MARAD-2019-0094), U.S. Department of Transportation, West Building, Ground

372-1451 or Roddy.C.Bachman@uscg.mil, or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

PUBLISHER'S AFFIDAVIT

STATE OF TEXAS
COUNTY OF NUECES

Before me on this day personally appeared Mary Judson, the publisher of the Port Aransas South Jetty, a newspaper published In Nueces County, Texas, and having a general circulation in that county, who being by me duly sworn deposes and says:

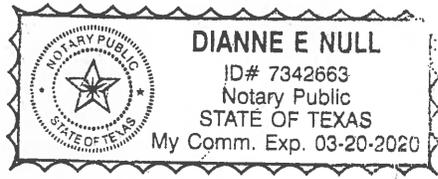
That the foregoing notice was published in said newspaper on 7/11, 7/18, 2019.

Mary Judson
Mary Judson

Subscribed and sworn to before me this the 18 of July, 2019.

Dianne Null
Notary Public in and for
Nueces County, Texas.

(Seal)



Public Notices

OPEN HOUSE SET FOR DEEPWATER PORT LICENSE APPLICATION

PUBLIC NOTICE. Informational Open House and Public Scoping Meeting For the Bluewater SPM Project Deepwater Port License Application Environmental Impact Statement. The U.S. Coast Guard (USCG), in cooperation with the Maritime Administration (MARAD), announces its intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port (DWP) license application submitted by Bluewater Texas Terminal LLC (BWTTL). The application proposes the construction, operation and decommissioning of an offshore crude oil deepwater port export facility within the Outer Continental Shelf (OCS), Mustang Island Area (Gulf of Mexico), approximately 15 nautical

miles from San Jose Island, Aransas County, Texas, in water depths of approximately 90 feet. The DWP would consist of two (2) single point mooring (SPM) buoy systems, 56.48 miles of new pipeline infrastructure, and a booster station located on Harbor Island within Aransas, Nueces and San Patricio Counties, Texas. The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 3, 2019. The USCG and MARAD invite the public to submit comments relating to the scope of the EIS and application. As part of the scoping process, we will hold an informational open house and public meeting at the location listed below. The open house and public meeting are

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CITY OF PORT ARANSAS, TEXAS REQUEST FOR PROPOSAL (RFP) ROBERT'S POINT PARK AND BULKHEAD HURRICANE HARVEY REPAIRS

NOTICE TO BIDDERS

NOTICE is hereby given that the City of Port Aransas, Texas, is requesting proposals for the repairs to Robert's Point Park Pavilions, Observation Tower and bulkhead. All proposals must be clearly marked "SEALED BID - ROBERT'S POINT PARK AND BULKHEAD HURRICANE HARVEY REPAIRS" to the City of Port Aransas City Secretary's office, 710 W. Avenue A, Port Aransas, Texas prior to Tuesday July 23, 2019 at 3:00 pm, at which time they will be publicly opened and acknowledged in the City Hall Council Chamber. Any RFP delivered or received after 3:00 pm will not be considered and shall be returned unopened to the addressee. The City reserves the right to reject any or all proposals.

The Construction Documents are available on-line at www.cityofportaransas.org or at Urban Engineering, 2725 Swainner Dr, Corpus Christi, TX 78404.

A pre-bid conference will be held on Wednesday, July 16, 2019 at 1:00 Pm. in the Port Aransas Civic Center located at 710 W. Avenue A, Port Aransas, TX. A visit to the project site will immediately follow the pre-bid conference.

The Application and supporting materials, including comments, notices and communications, and eventually the Draft and Final EIS may be viewed at the Federal Docket Management Facility website: <http://www.regulations.gov> under docket number MARAD-2019-0094. Comments submitted to the docket receive the same consideration as those made or delivered at the public meetings. These documents are also available for viewing at the following libraries:

- La Reina Public Library, 805 Comanche Street, Corpus Christi, Texas 78401; (361) 926-7055
- Ingleside Public Library, 2775 Waco Street, Ingleside, Texas 78362; (361) 776-5355
- Ed & Hazel Richmond Public Library, 110 North Lamont Street, Aransas Pass, Texas 78336; (361) 758-2350
- Bell Whittington Public Library, 2400 Memorial Parkway, Portland, Texas 78374; (361) 777-4560
- Texas A&M University, Corpus Christi Mary & Jeff Bell Library/Federal Depository, 6300 Ocean Drive, #5702, Corpus Christi, Texas 78412; (361) 825-2887
- Robert J. Kleberg Public Library, 220 North 4th Street, Kingsville, Texas 78363; (361) 592-6381
- Owen R. Hopkins Public Library, 3202 McKinzie Road, Corpus Christi, Texas 78410; (361) 826-2350

If you have questions about the deepwater port license application, you may contact Mr. Roddy Bachman, Coast Guard at (202) 372-1451 or Roddy.C.Bachman@uscg.mil, or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping on August 2, 2019:

- Electronically (preferred to expedite processing): Through the Federal Docket Management System website: <http://regulations.gov> under docket number MARAD-2019-0094.
- By Mail: Docket Management Facility (MARAD-2019-0094), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
- By Personal Delivery: To the room and address listed above between 9:00 AM and 5:00 PM, Monday through Friday, except Federal holidays.
- By Fax: to the Docket Management Facility at (202) 493-2251.

Public Notices

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RFP ADDENDUM #1

Date of Addendum: 6/7/2019

NOTICE TO ALL POTENTIAL RESPONDENTS

The Request for Proposals (RFP) is modified as set forth in this Addendum. The original RFP Documents and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the RFP. Respondent shall take this Addendum into consideration when preparing and submitting its Proposal.

PROPOSAL SUBMITTAL DEADLINE

The Proposal submittal deadline is noted herein. Tuesday, July 23, 2019 @ 3 P.M.

NOTICES

PRELIMINARY/FINAL PLAT HEARING

PUBLIC HEARING. Port Aransas Planning & Zoning Commission. NOTICE is hereby given in accordance with Texas Local Government Code 212.04 and Port Aransas, City Code Section 25-51 (2) that the Planning & Zoning Commission will hold a Public Hearing on Tuesday, July 30, 2019 at 5:00 p.m., Port Aransas City Hall Council Chambers, 710 W Avenue A, Port Aransas, Nueces County, Texas, to consider the following item(s): (1) PPLT & FPLT 19-2320 Preliminary & Final Plat of Lots 1A and 2A, Block 1, The Landing being a replat of 2.596 Acres out of Lot 1, Block 1, The Landing, Volume 61, Page 99, Map Records, Nueces County, Texas. Applicant: 347 W Cotter, LLC (Shlomo Melloul) Property Location: 347 W Cotter. The City encourages citizens to participate and make their views known at this Public Hearing. For further informa-

tion on this request please contact the Planning Department at (361) 749-4111. This facility is wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpretive services must be made 48 hours prior to this meeting. Please contact the City Secretary's office at (361) 749-4111 or FAX (361) 749-4723 or e-mail fnixon@cityofportaransas.org for further information. Braille is not available. POSTED this the 68th day of July, 2019 on the bulletin board at Port Aransas City Hall, 710 W Avenue A, Port Aransas, Texas and on the webpage www.cityofportaransas.org. TIME: 2:00 p.m. PUBLISHED in The South Jetty in the Thursday, July 11th, 2019 Edition, in accordance with the Port Aransas Zoning Ordinance. CITY OF PORT ARANSAS, TEXAS. Nicole Boyer, Planning Assistant.

OPEN HOUSE SET FOR DEEPWATER PORT LICENSE APPLICATION

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PUBLISHER'S AFFIDAVIT

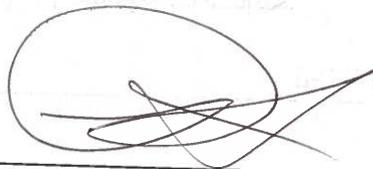
STATE OF TEXAS
COUNTY OF ARANSAS

BEFORE ME, the undersigned authority, on this day personally appeared Mike Probst, who being by me duly sworn on oath deposes and says he is the Publisher of *The Rockport Pilot*, a newspaper published at Rockport, County of Aransas, Texas, and that the attached is true and correct copy of advertisement which was published in said newspaper in 2 issues thereof on the following date:

13th Day of July 2019

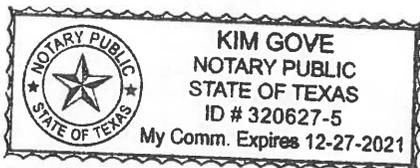
20th Day of July 2019

_____ Day of _____ 2019



Publisher, Mike Probst

Subscribed and sworn to before me this the 22nd day
of July, 2019.



Kim Gove
Notary Public, Aransas County, TX

Kim Gove
Printed Name

My Commission expires: 12/27/21

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Appendix C



Bluewater SPM Project Deepwater Port Act Environmental Impact Statement Proposed Action - Part I

Introduction

- The U.S. Coast Guard (Coast Guard), in coordination with the Maritime Administration (MARAD), is preparing an Environmental Impact Statement (EIS) for the Proposed Action in accordance with the Deepwater Port Act (DWPA), the National Environmental Policy Act (NEPA), and applicable regulations.
- The EIS will assist the Maritime Administrator in deciding whether or not to approve the license application for the proposed Bluewater Texas Terminal Bluewater SPM Project. MARAD may approve the license, deny the license or approve the license with conditions.

Project Description

Offshore Facilities

- Located approximately 15 nautical miles (approximately 17.26 statute miles) off the coast of San Jose Island in water depths of approximately 88 feet.
- The proposed location would allow for fully loading very large crude carriers (VLCCs), thereby eliminating the need for offshore lightering operations.
- Would be comprised of 27.13 miles of two new 30-inch diameter crude oil pipelines and the deepwater port.
- The deepwater port would consist of two single point mooring (SPM) buoy systems connected to each other via approximately 1.68 miles of two 30-inch diameter submerged pipelines.
- Each of the SPM buoy systems would consist of a pipeline end manifold (PLEM), catenary leg mooring (CALM) system, mooring hawsers, sub-marine hoses, and floating hoses for the transfer of crude oil to moored vessels.
- The Proposed Project would be capable of delivering up to 80,000 barrels per hour (bph) to the VLCCs with throughput capacities of approximately 16 VLCCs per month.

Inshore Facilities

- The inshore portion of the proposed Project is located within Nueces County, Texas and stretches from the western Redfish Bay mean high tide (MHT) line to the MHT located at the interface of San Jose Island and the Gulf of Mexico.
- Consists of approximately 7.15 miles of two new 30-inch diameter pipelines and the 19-acre Harbor Island Booster Station. The pipelines would cross three navigable waterways including the Gulf Intracoastal Waterway, Lydia Ann Channel, and the Aransas Pass Channel.
- The Harbor Island Booster Station would consist of the necessary operating and pumping infrastructure to support the crude oil operations of the DWP.

Onshore Facilities

- The onshore portion of The Proposed Project includes 22.2 miles of two new paralleling 30-inch diameter pipelines that would be located within San Patricio and Aransas Counties, Texas.
- The pipelines would originate from the planned multi-use terminal located south of the City of Taft and would extend to the western Redfish Bay MHT. The planned multi-use terminal would consist of multiple inbound and outbound crude oil pipelines, two of which would be the outbound pipelines extending to the proposed Harbor Island Booster Station.



Bluewater SPM Project Deepwater Port Act Environmental Impact Statement Proposed Action - Part II

Construction

- Construction would include the installation of the two paralleling pipelines within the offshore, inshore, and onshore portions of The Proposed Project, the construction of the Harbor Island Booster Station, and the installation of the two SPM buoy systems.
- Construction is proposed to occur in five basic stages, starting in the third quarter of 2020 with the planned in-service date scheduled for the fourth quarter of 2021.
- Construction and installation of the proposed Project has been divided by component and consists of the Harbor Island Booster Station, pipeline installation, and SPM buoy system installation.

Operation

- Crude oil would be loaded onto VLCCs moored at the SPM buoy systems supplied by the Harbor Island Booster Station and the planned multi-use terminal via the new two 30-inch pipelines.
- Crude oil would be loaded onto the VLCCs at a rate of up to 80,000 bph for a single moored vessel and up to 40,000 bph when two vessels are moored at the SPM buoy systems.
- The SPM buoy systems would support VLCCs ranging in size from 155,000 deadweight tonnage (DWT) to 320,000 DWT

Alternatives

Alternatives evaluated for the proposed action include:

- No action alternative
- Deepwater port location, onshore terminal facility location, and pipeline routing alternatives
- Deepwater port terminal, SPM buoy anchoring, and pipeline design alternatives

All alternatives will be evaluated for direct, indirect, and cumulative environmental impacts, their feasibility, and cost effectiveness.



Bluewater SPM Project

Deepwater Port Act and Licensing Process

What is the Deepwater Port Act?

- Establishes a licensing system for ownership, construction, operation, and eventual decommissioning of deepwater ports located beyond the State seaward boundaries of a State that are used to import or export oil or natural gas to or from the U.S.
- Deepwater ports are licensed by the Maritime Administration
- Mandates compliance with the National Environmental Policy Act.



What is the Deepwater Port Licensing Process?

The Secretary of Transportation delegated the responsibility for processing deepwater port applications to the Maritime Administration (MARAD) and the U.S. Coast Guard. The Secretary of Transportation delegated to the Maritime Administrator the authority to issue, transfer, amend, or reinstate a license for the construction and operation of a deepwater port.



- The Administrator may approve, approve with conditions, or disapprove a deepwater port license application.
- License review process includes a series of statutory deadlines, totaling a maximum of 356 days, from the date that the application is filed.
- All necessary information and analyses to meet Federal and state environmental requirements is incorporated into one NEPA document.
- Deepwater Port Act requires at least one public license application hearing in each adjacent coastal State for each application.
- Final public license application hearing must occur no later than 240 days after the publication of the Notice of Application in the Federal Register.
- Federal agencies and the Governor(s) of the adjacent coastal State(s) have 45 days after the final public license application hearing to make their final comments on the application. Governor(s) may approve, approve with conditions, or disapprove the application.
- The Maritime Administrator has a total of 90 days to issue a Record of Decision after the public license application hearing.

The license review process includes a series of statutory deadlines, totaling a maximum of 356 days, from the date the application is filed

What is the Independent Risk Assessment (IRA)?

- U.S. Coast Guard works with local stakeholders and the applicant to conduct an independent risk assessment (IRA).
- Purpose of the IRA is to identify credible accidental and intentional scenarios that could lead to the release of oil during port operations, determine worst-case consequences, and identify and other maritime safety/ security issues that should be addressed.



The Deepwater Port Act's Criteria for Issuance of License to Own, Construct, and Operate a Deepwater Port

9 CRITERIA

For Record of Decision (Section I 503(c) of the Deepwater Port Act)

MARAD issues a Record of Decision (ROD) for each deepwater port license application. MARAD's decision to issue a license, issue a license with conditions, or deny the license will be based on the nine criteria contained in Section 1503 (c) of the Deepwater Port Act.

1

The applicant must be financially responsible and able to meet the requirements of Section 1016 of the Oil Pollution Act of 1990 (33 U.S.C Section 2716 [2018].)

2

It must be determined the applicant can and will comply with applicable laws, regulations and license conditions.

3

The construction and operation of the deepwater port must be in the national interest and consistent with national security and other national policy goals and objectives, including energy sufficiency and environmental quality.

4

The deepwater port will not unreasonably interfere with international navigation or other reasonable uses of the high seas, as defined by treaty, convention, or customary international law.

5

In accordance with the environmental review criteria, it must be determined the applicant would construct and operate the deepwater port using the best available technology, so as to prevent or minimize adverse impact on the marine environment.

6

The application must properly address all applicable provisions of the Clean Air Act, as amended, the Federal Water Pollution Control Act, as amended, and the Marine Protection, Research and Sanctuaries Act, as amended.

7

The Secretary of the Army, the Secretary of the State, and the Secretary of Defense may convey their views on the adequacy of the application, and its effect on programs within their respective jurisdictions.

8

The Governor(s) of the adjacent coastal State(s), pursuant to 33 U.S.C. Section 1508 (2018), must approve the issuance of a deepwater port license. Silence on this issue denotes approval.

9

The adjacent coastal State(s) to which the deepwater port is to be directly connected by pipeline has developed or is making reasonable progress on developing an approved coastal zone management program pursuant to the Coastal Zone Management Act of 1972.



Deepwater Port Applications and the NEPA Process – Part I

What is NEPA?



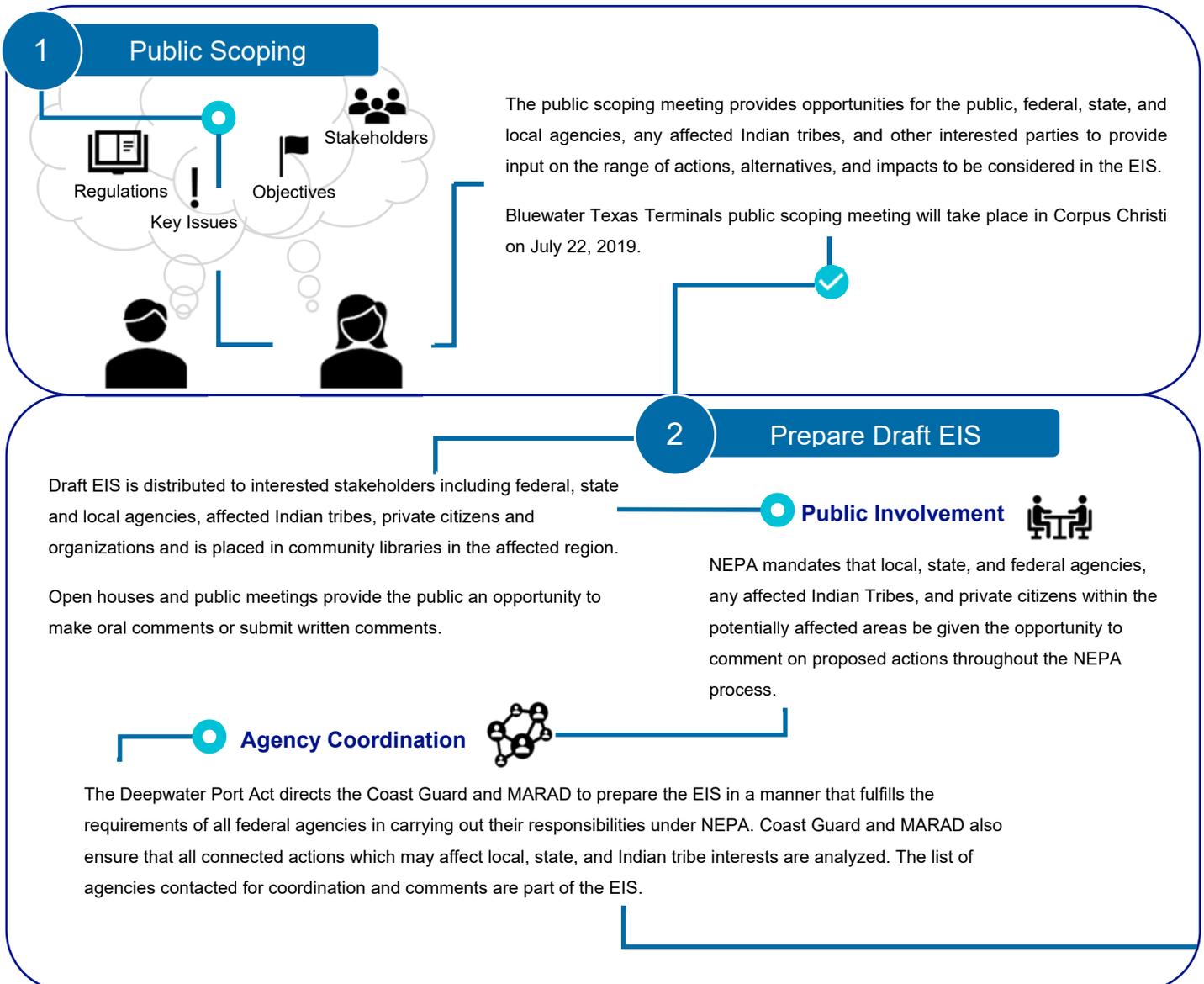
The National Environmental Policy Act (NEPA) was passed in 1969 and has two major objectives:

- To ensure that Federal agencies consider the potential environmental effects of proposed programs, projects, and actions before initiating them.
- To inform the public and encourage and facilitate public involvement in Federal agency activities that may affect the quality of the human environment.

Guidelines for Federal agencies to implement NEPA were established in regulations by the President’s Council on Environmental Quality (CEQ) in 40 CFR 1500-1508. In addition, the U.S. Coast Guard (Coast Guard) has issued implementing procedures and policy for considering environmental impacts under NEPA and related laws.

Documents prepared under NEPA include a Categorical Exclusion, and Environmental Assessment, and an Environmental Impact Statement (EIS). When a proposed action has the potential for significant impacts, an EIS, the most detailed analysis conducted under NEPA, is prepared.

Steps in the NEPA Process





Deepwater Port Applications and the NEPA Process – Part II



Public Comment



Comments may be made verbally and/or in writing at the open house and public meetings or directly to the Federal Docket Management System.

The Federal Docket Management System at www.regulations.gov is a public record and includes, or will include the application, Draft and Final EISs, Federal Register notices, letters, consultations, public and agency comments, and other supporting information for The Proposed Project such as this open house material and meeting transcripts under Docket number MARAD-2019-0094.

There are several ways to provide comments:



Electronically (preferred method) through the Federal Docket Management System (FDMS) Website: <http://www.regulations.gov> under Docket number MARAD-2019-0094.



By mail to the Federal Docket Management Facility (MARAD-2019-0094),

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By fax to the Federal Docket Management Facility at 202-493-2251.

Please include the Docket Number MARAD-2019-0094 on your comments to ensure all relevant information related to the proposed project is adequately addressed in the Draft EIS.

Scoping Comments must be submitted by August 2, 2019.



3

Prepare Final EIS

Final EIS includes copies of all comments and Coast Guard/MARAD responses

The Notice of Application (NOA) of the Final EIS will appear in the Federal Register and local newspapers





Deepwater Port Record of Decision, License Conditions and Post Licensing Requirements – Part I



If a Deepwater Port is Approved

The following regulatory mechanisms will aid in the managing safety and environmental risks:

- The Maritime Administration will issue a Record of Decision (ROD) and may issue a subsequent License that may include any necessary conditions.

Conditions of Licensing may include:

Management of Change

- This requires additional evaluation for any substantive design, equipment, and/or operational changes that may have unanticipated effects on or changes in the environment that are not consistent with the environmental analysis, permits, Operations/ Security Manual, or ROD/ License conditions.

Federal and State Permits, Authorizations, and Regulatory Requirements

These include, but are not limited to:

- U.S. Environmental Protection Agency (EPA), Clean Water Act (CWA), National Pollutant Discharge Elimination System (NPDES) Permits(s), Clean Air Act (CAA) Permits, and General Conformity Determination.
- U.S. Army Corps of Engineers Section 10 Rivers and Harbors Act/ Section 404 CWA Permit(s).
- Coastal Zone Management Act (CZMA) Consistency Certification.
- National Oceanic and Atmospheric Administration (NOAA) and U.S. Fish and Wildlife Service (USFWS) Endangered Species Act, National Marine Sanctuaries Act, Magnuson-Stevens Fishery Conservation and Management Act, Marine Mammal Protection Act, and associated consultations and authorizations.
- Pipeline and Hazardous Material Safety Administration (PHMSA) requirements.
- Bureau of Ocean Energy Management (BOEM) and Bureau of Safety and Environmental Enforcement (BSEE) requirements.
- National Historic Preservation Act compliance.
- Procedures for avoidance of geologic hazards and hazardous materials, and protection of cultural and archaeological resources.
- Texas state approvals for onshore/inshore storage, pipeline and other applied-for infrastructure.
- Other federal, state or local regulations, permits, and authorizations as applicable.

Project Specific Requirements

For the construction, operation, and decommissioning of the port including those that may be specified by MARAD, the Coast Guard, another federal or state agency, or an adjacent coastal state Governor.



Deepwater Port Record of Decision, License Conditions and Post Licensing Requirements – Part II



Manuals, Programs and Measures

The following manuals, programs, and measures must be developed and approved prior to port operations:

- Coast Guard Approved Operations and Security Manual (OPSMAN):
 - Details all design and construction; operating and maintenance procedures; communications systems; personnel qualifications/ training; occupational safety and health; emergency response and security plans; etc.
- Prevention, Monitoring and Mitigation Program (PMMP):
 - Includes both the general regulatory and project-specific environmental requirements and mitigation measures that must be implemented during construction, operations, and decommissioning.
 - The PMMP is included within the OPSMAN.
- Risk Management:
 - Achieved through risk mitigation measures identified in the Coast Guard's Independent Risk Assessment (IRA).
- Additional Maritime Safety and Security Navigational Requirements:
 - Including safety zones, no-anchoring area, area to be avoided, regulated navigation areas, navigational aids, standoff from other structures and navigational procedures as applicable.
 - Vessels arriving at the port must conform to applicable federal regulations.
- Coast Guard Approval of Port Design, Fabrication, Installation, Operations, Maintenance and Inspection:
 - Additional requirements can be found in:
 - 33 Code of Federal Regulations (CFR) Subchapter NN Parts 148, 149, and 150 Deepwater Ports;
 - Coast Guard Navigation and Vessel Inspection Circular (NVIC) 03-05: Guidance for Oversight of Post Licensing Activities Associated with Development of Deepwater Ports; and
 - Classification Society Requirements



Proposed Bluewater Texas Terminal Bluewater SPM Project Vicinity



Legend

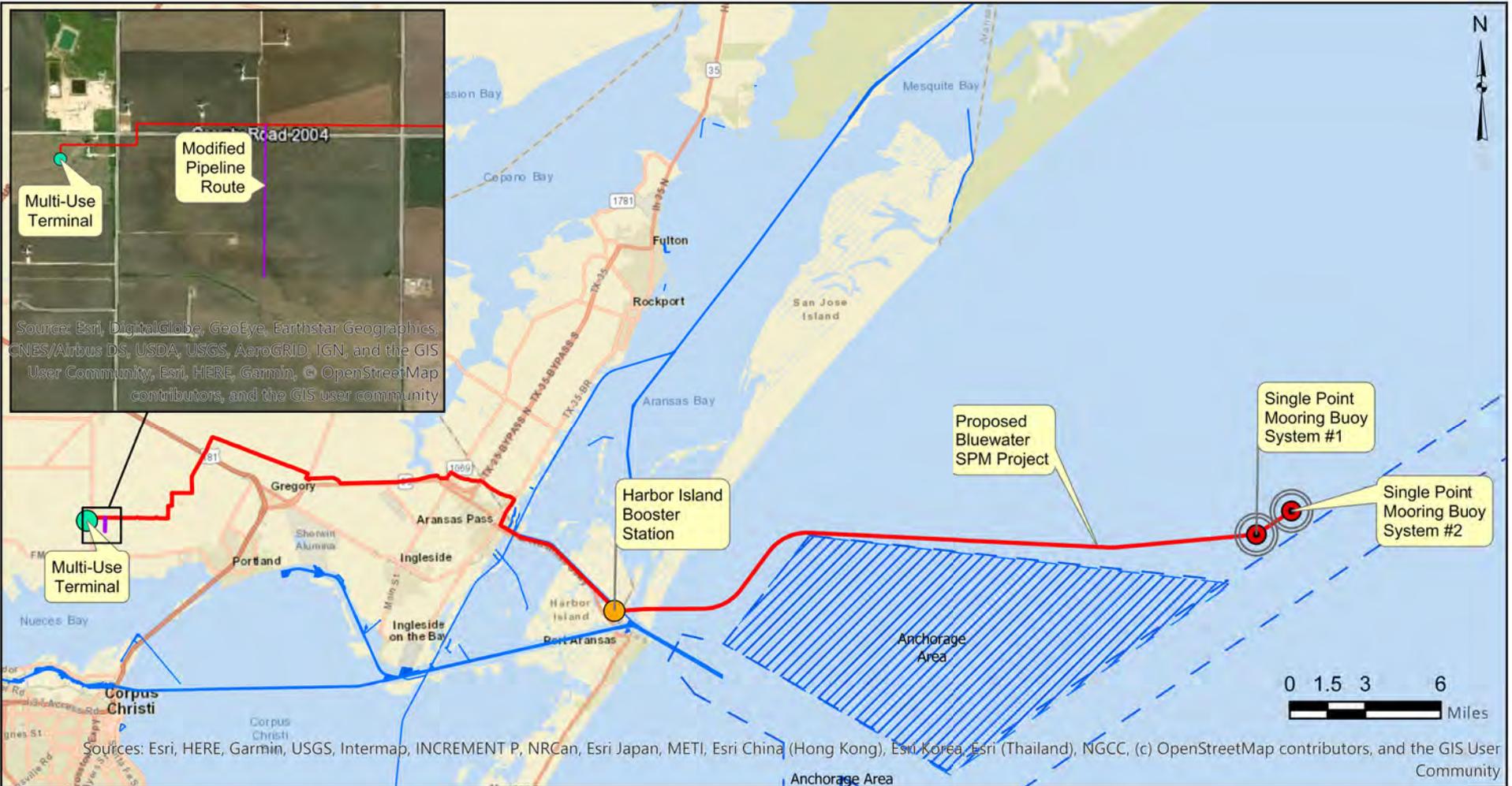
- SPM Buoy
- Multi-Use Terminal
- Harbor Island Booster Station
- SPM Buoy ATBA and Safety Zones
- Inshore Pipeline
- Offshore Pipeline
- Onshore Pipeline
- Navigational Fairways
- ▬ Navigation Channels
- ▨ Anchorage Areas

Project Details

- Two single point mooring (SPM) buoy systems located in water depths of approximately 88 feet in the Gulf of Mexico, 15 nautical miles off the coast of San Jose Island.
- Approximately 56.48 miles of two new crude oil pipelines located onshore, inshore, and offshore.
- One 19 acre booster station located on Harbor Island.
- Connects to a planned multi-use terminal facility located south of the City of Taft in San Patricio County, Texas.



Proposed Bluewater Texas Terminal Bluewater SPM Project Vicinity Modified Route



Legend

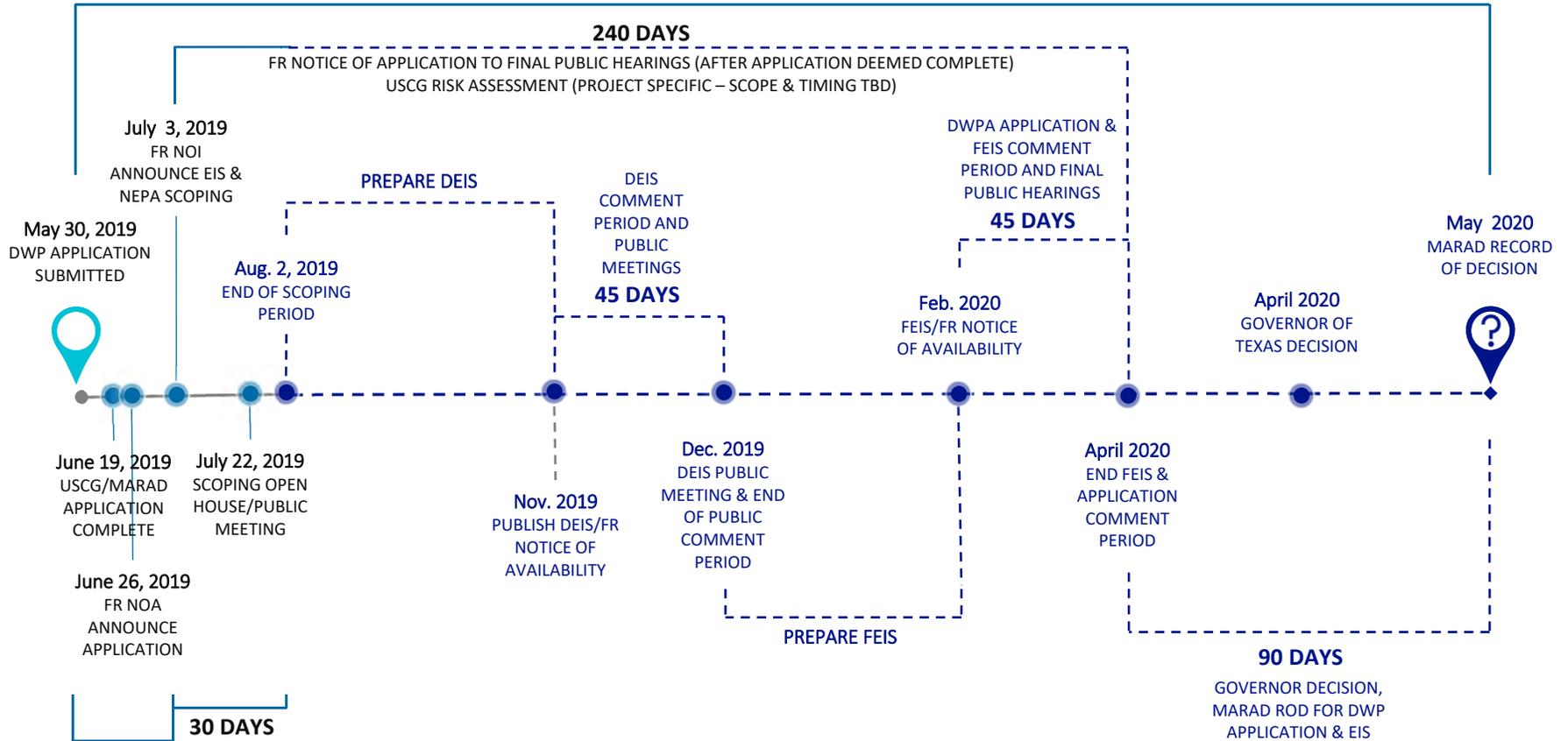
- SPM Buoy
- Multi-Use Terminal
- Harbor Island Booster Station
- SPM Buoy ATBA and Safety Zones
- Originally Proposed Pipeline Route
- Modified Pipeline Route
- Navigational Fairways
- Navigation Channels
- Anchorage Areas

Project Details

- Two single point mooring (SPM) buoy systems located in water depths of approximately 88 feet in the Gulf of Mexico, 15 nautical miles off the coast of San Jose Island.
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- One 19 acre booster station located on Harbor Island.
- Connects to a planned multi-use terminal facility located south of the City of Taft in San Patricio County, Texas.

U.S. COAST GUARD AND THE MARITIME ADMINISTRATION NATIONAL ENVIRONMENTAL POLICY ACT TIMELINE

356 DAYS



LEGEND

- PROJECT MILESTONES COMPLETED TO DATE
- FUTURE PROJECT MILESTONES (DATES TENTATIVE)

LIST OF ACRONYMS

DWP	DEEP WATER PORT
FR	FEDERAL REGISTER
NOI	NOTICE OF INTENT
NOA	NOTICE OF APPLICATION
NEPA	NATIONAL ENVIRONMENTAL POLICY ACT
EIS	ENVIRONMENTAL IMPACT STATEMENT
DEIS	DRAFT ENVIRONMENTAL IMPACT STATEMENT
FEIS	FINAL ENVIRONMENTAL IMPACT STATEMENT
USCG	UNITED STATES COAST GUARD
MARAD	UNITED STATES MARITIME ADMINISTRATION



Phillips 66 Tetney Monobuoy, Humber Estuary, UK

BW★TX



Selecting Offshore Corpus Christi

As a major exporter of crude oil, The Port of Corpus Christi is home to important oil infrastructure in the Coastal Bend economy.



Phillips 66, working with the Port of Corpus Christi Authority, plans to construct and operate an offshore deepwater port for crude oil export. The proposed BWTX project will provide U.S. oil producers another outlet for their increasing crude volumes.

We are committed to developing a project that provides economic benefits for the local economy, while designed to ensure safe and environmentally sustainable operations.

Phillips 66 Tetney Monobuoy, Humber Estuary, UK



BW★TX

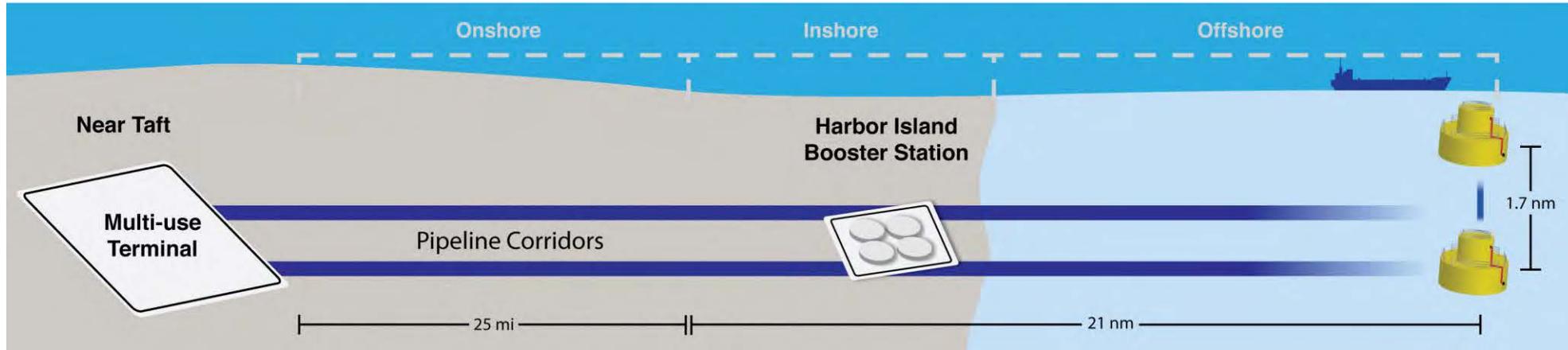


Why a Deepwater Port?

The purpose of the proposed project is to provide **safe, economical and environmentally sustainable solutions** for the **export of abundant supplies** of crude oil from major shale basins to **support economic growth** and meet **growing market demand**.



Proposed Project Overview



What is BWTX?

The proposed BWTX project includes new pipeline infrastructure along 55 miles of onshore, inshore and offshore routes, a booster station at Harbor Island and two, offshore single point mooring (SPM) buoys. The mooring system is located approximately 21 nautical miles (nm) east of the entrance to the Port of Corpus Christi. Crude oil for BWTX will come from onshore storage near Taft, which will connect to the Phillips 66-operated Gray Oak Pipeline; the future Red Oak Pipeline; and third-party pipelines.





Project At A Glance

KEY FACTS	
PROPOSED PROJECT	An offshore deepwater port for crude oil export including new pipeline infrastructure, a booster station and two offshore single point mooring buoys
OPERATOR	Phillips 66
SITE	Located approximately 21 nautical miles offshore east of the entrance to the Port of Corpus Christi—out of sight of land
SCOPE	Construct and operate an offshore deepwater port providing safe and environmentally sustainable solutions for the export of abundant domestic crude oil supplies from major shale basins to global markets
COMPONENTS	Booster Station, pipelines and two single point mooring buoys
KEY MILESTONES	<ul style="list-style-type: none">• Scoping Public Comment Period – Summer 2019• Project Feasibility Decision – Late 2019• Draft EIS Public Comment Period – Winter 2019• Final EIS Public Comment Period – Early 2020





About Phillips 66

Building on Success

Texas headquartered, Phillips 66 owns and operates more than 50 storage terminals and manages over 21,000 miles of pipeline, of which it operates 10,000 miles.

Sustainability

Phillips 66 operates in a responsible manner, demonstrating values of safety, honor and commitment. Phillips 66 is accountable for operational excellence and strong economic, social and environmental performance.

Proven SPM Experience

Phillips 66 has proven knowledge of SPM technology and operations. The Tetney Monobuoy owned and operated by Phillips 66, located on the east coast of England at the entrance to the pristine Humber Estuary, has been operating safely since 1971. Globally, there are more than 600 SPM buoys in operation today.

Phillips 66 Tetney Monobuoy, Humber Estuary, UK



BW★TX





Sustainability

Phillips 66 believes sustainability means we are **accountable** for **operational excellence** and strong economic, social and environmental performance. Our company is **ethical** and operates in a **responsible** manner, demonstrating our values of **safety, honor and commitment**.



Environmental Considerations Site Selection and Beyond

- **Consult and collaborate** with regulatory agencies to comply with applicable laws and regulations
- **Follow** existing right-of-way corridors as recommended by regulators
- **Conduct** field surveys of environmental and construction/safety considerations to select the preferred route
- **Screen** to avoid/minimize impacts to cultural and environmentally sensitive areas
- **Utilize** Horizontal Directional Drilling to minimize impacts to seagrasses and oysters



Environment and Safety

We understand that public approval depends on our ability to work in an environmentally responsible and sustainable manner. Phillips 66 will coordinate with regulatory agencies to comply with all applicable federal, state and local regulatory requirements.

- Through robust operating procedures, training and added mechanical safeguards, the facilities will be operated to a high standard of safety and environmental integrity.
- Onshore and marine management systems and response plans will be in place to mitigate potential risks such as allision/collision, oil spill and/or acts of nature (hurricanes, tropical storms or expected/unexpected weather systems) during operation.
- The response plan will identify strategies, tactics and resources for all developed risk scenarios.



Operational Safety and Security

- Demarcation of operating area Safety Zones and Areas to be Avoided
- SPM buoys fitted with sound, light and radar beacon
- Two licensed Mooring Masters onboard
- Two dedicated Support Vessels during loading operations at each buoy
- Support vessels equipped as emergency responders and fitted accordingly as spill response and firefighting capable



The Marine Environment

Prevention

- U.S. Coast Guard oversight; Oil Pollution Act 1990 guidelines
- Identify risks and develop plans to eliminate/mitigate them
- Robust vessel vetting procedures
- Designed with equipment to prevent or limit effects; redundancies and backup systems in place
- 24/7 Control room with early warning system
- Operation and evacuation plans ensure safe operations

Preparedness

- Highly trained personnel
- On-site support vessels for oil spill response, firefighting and emergency towing
- Phillips 66 experts and contracted Oil Spill Response Organizations ready
- Emergency plans and drills

Immediate Response

- Systems alarm and automatic shutdown
- On-site response capabilities to limit impacts
- Third-party support ready to respond





Emergency Response Readiness

- Mooring Masters and Support Vessel Crew Trained as First Responders
- 24/7 Monitoring Control Room
- Onsite Incident Management Team
- Crisis Support Team in Houston
- Dedicated Houston Emergency Operations Center
- Integrated Contingency Plan
- Unified Command Training and Drills
- Executive Support





Oil Spill Response



Southern Responder, MSRC Ingleside

Trained Personnel & Response Equipment

- Ingleside Team
 - Southern Responder*
 - Support Vessels
 - Boom
 - Skimmers
 - Oil detection equipment, e.g. radar, infrared
- Galveston Team
 - Texas Responder*
 - Support Vessels
 - Boom
 - Skimmers
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Alternative Response Options

- As directed by regional response team



Air Emission Management

Oversight

- International Maritime Organization (IMO) and the MARPOL (Maritime Pollution) convention are international organizations dedicated to the prevention of pollution from ships.

Best Practices

- Submerged bottom fill loading of crude oil tankers which reduces vapor generation in the tankers
- Reduced loading rates for initial startup and topping off tanks at the end of the loading cycle
- Vessel adherence to onboard vapor control system/inert gas management process

Air emissions are generated during loading and transit by crude tankers.





Proposed Economic Benefits

Our proposed project has several benefits:

- Will be built and operated by a proven Texas-based company with decades of offshore port buoy operational excellence.
- Working with the Port of Corpus Christi to address local needs in a sustainable manner. If built, the project would provide significant revenue generation through the commercial structure (lease/fees), jobs and taxes.
- The proposed project will complement existing infrastructure and comply with Port and Phillips 66 health, safety and environmental policies, and it will be built and operated in a sustainable manner.

We aspire to participate in the Green Marine Terminal program and meet or exceed baseline environmental standards where applicable.

Selecting Offshore Corpus Christi

Careful consideration was given in selecting the BWTX onshore, inshore and offshore precise locations. Phillips 66 performed extensive surveys to avoid impact to the environment and were deliberate in regards to the best available technologies.



Phillips 66 Tetney Monobuoy, Humber Estuary, UK

Protecting the Environment

We understand that public approval depends on our ability to work in an environmentally responsible and sustainable manner. Phillips 66 will coordinate with regulatory agencies to comply with all applicable federal, state and local regulatory requirements.

Phillips 66 Environmental Considerations

- **Consult and collaborate** with regulatory agencies to comply with applicable laws and regulations
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The *Southern Responder* is docked at Ingleside, Texas and the Marine Spill Response Corporation's trained staff of mariners are ready to respond quickly. MSRC has boom, skimmers and other high-tech remote sensing radar, and infrared equipment on-board.

Air Emission Management

High Standards

International Maritime Organization (IMO) and the MARPOL (Maritime Pollution) convention are international organizations dedicated to the prevention of pollution from ships.

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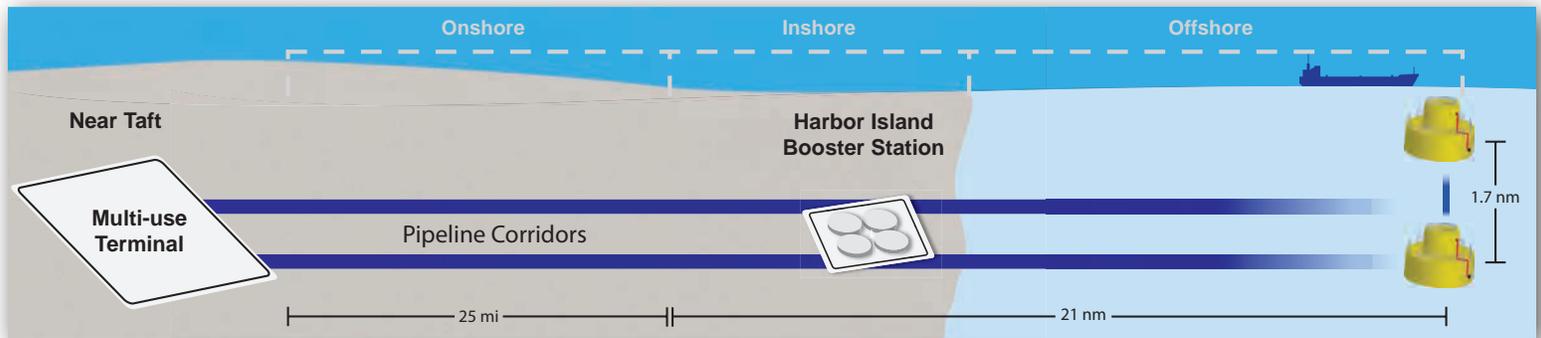
As a major exporter of crude oil, the Port of Corpus Christi is home to important oil infrastructure in the Coastal Bend economy. Phillips 66, working with the Port of Corpus Christi Authority, is proposing an offshore deepwater port for crude oil export. The proposed BWTX project would provide U.S. oil producers another outlet for their increasing crude volumes. We are committed to developing a project that provides economic benefits for the local economy, while designed to ensure safe and environmentally sustainable operations.



Phillips 66 Tetney Monobuoy, Humber Estuary, UK

What is BWTX?

The proposed BWTX project includes new pipeline infrastructure along 55 miles of onshore, inshore and offshore routes, a booster station at Harbor Island and two, offshore single point mooring (SPM) buoys. The mooring system is located approximately 21 nautical miles (nm) east of the entrance to the Port of Corpus Christi. Crude oil for BWTX will come from onshore storage near Taft, which will connect to the Phillips 66-operated Gray Oak Pipeline; the future Red Oak Pipeline; and third-party pipelines.

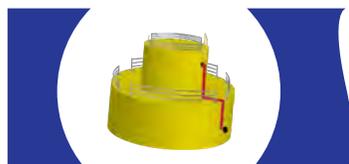


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- Executive Support

Proposed Economic Benefits

Phillips 66 believes sustainability means we are accountable for operational excellence and strong economic, social and environmental performance. Our company is ethical and operates in a responsible manner, demonstrating our values of safety, honor and commitment.

Phillips 66 is committed to being a good neighbor in the Coastal Bend region. We have or are developing midstream assets in a five county region including: San Patricio, Nueces, Live Oak, Aransas and Bee Counties including crude storage terminals, pipelines and the proposed offshore port. Phillips 66 investments across Texas create jobs during both the construction and operational phases. Local economies will see long-term benefits from property tax revenues estimated at more than \$10 million annually. This proposed project will also strengthen state economies across the region by expanding transportation infrastructure and market access for the domestic energy producers.

Phillips 66 has long-term partnerships with communities and has contributed directly to many local nonprofit organizations and environmental projects that improve the quality of life in Texas communities. In Texas since 2012, Phillips 66 has donated more than 53,000 volunteer hours, and we fund nearly \$13 million in charitable contributions annually.



CALM Buoy

Subsea Hoses

PLEM

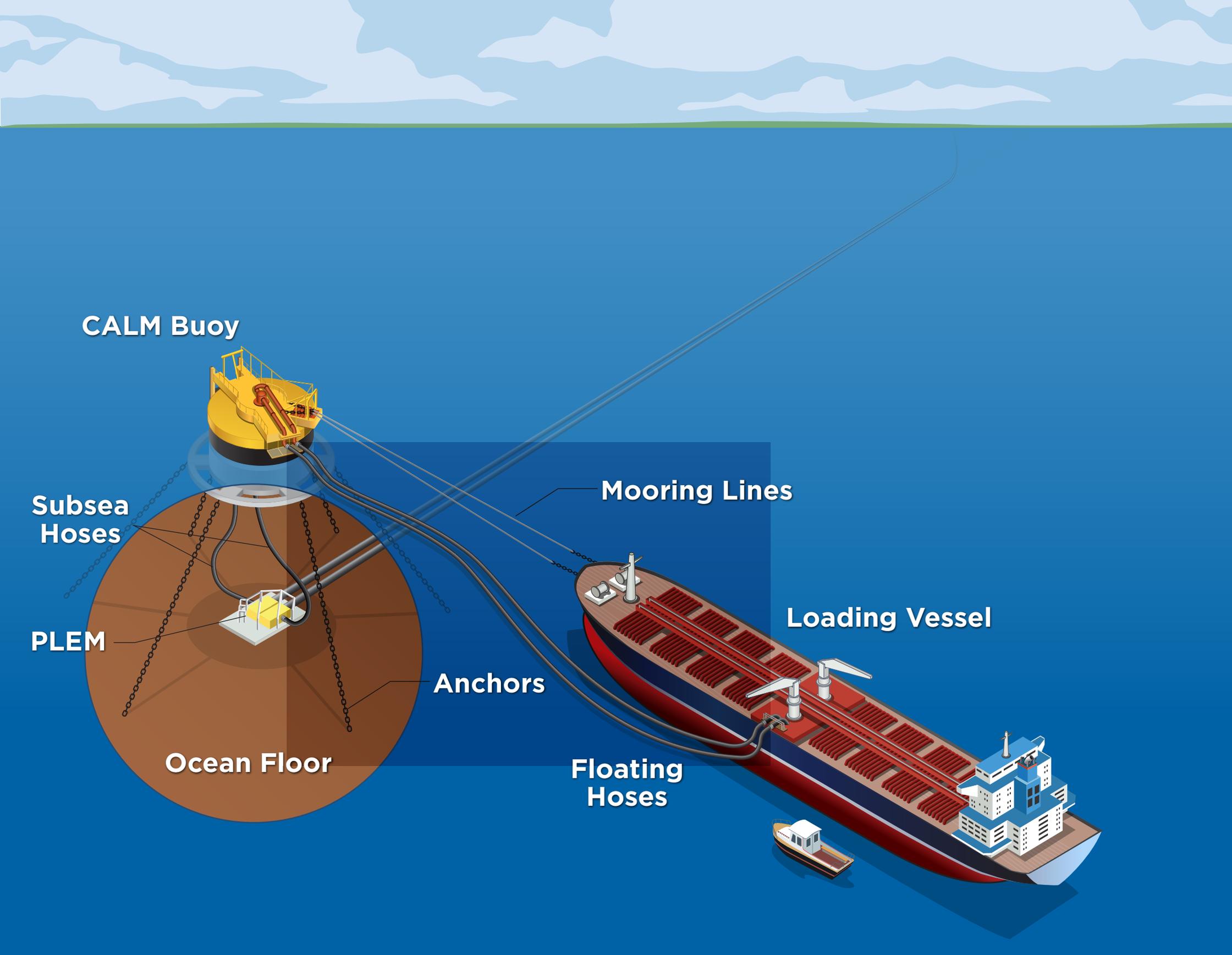
Ocean Floor

Anchors

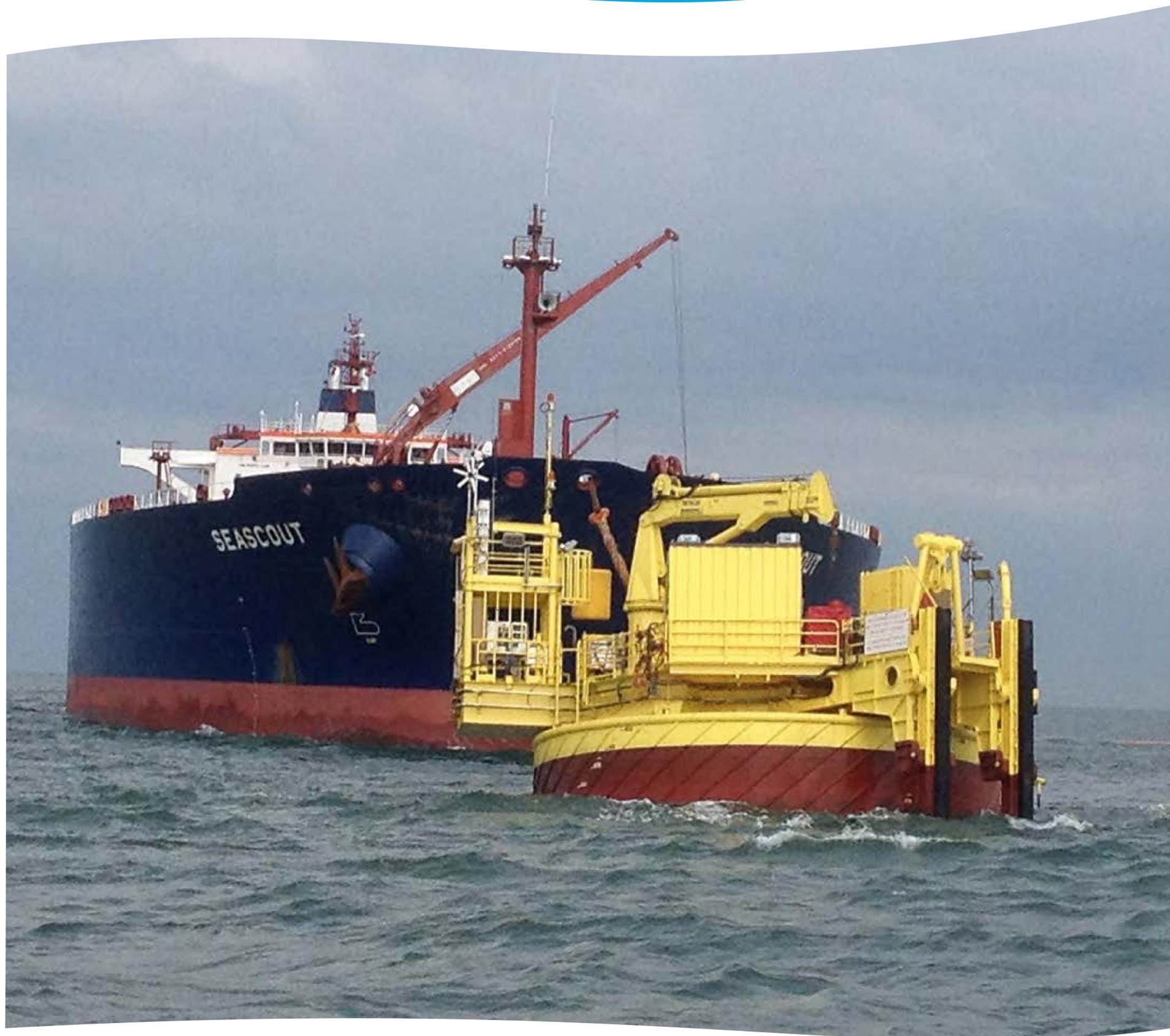
Mooring Lines

Loading Vessel

Floating Hoses



BW*TX



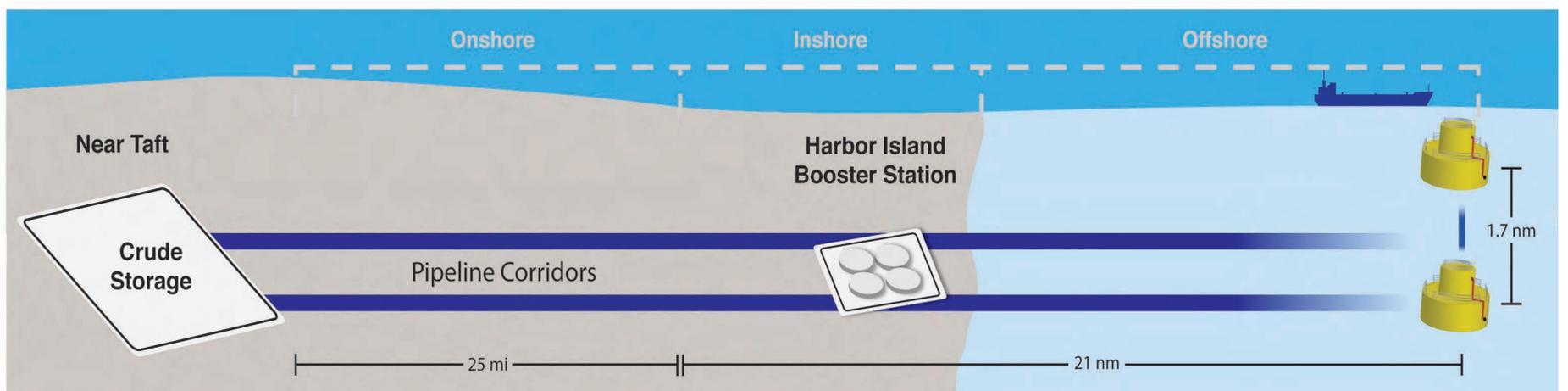
WELCOME



PROPOSED PROJECT

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The purpose of the proposed project is to provide safe, economical and environmentally sustainable solutions for the export of abundant supplies of crude oil from major shale basins to support economic growth and meet growing market demand.

PROJECT AT A GLANCE

KEY FACTS	
PROPOSED PROJECT	An offshore deepwater port for crude oil export including new pipeline infrastructure, a booster station and two offshore single point mooring buoys
OPERATOR	Phillips 66
SITE	Located approximately 21 nautical miles offshore east of the entrance to the Port of Corpus Christi
PURPOSE	Construct and operate an offshore deepwater port providing safe and environmentally sustainable solutions for the export of abundant domestic crude oil supplies from major shale basins to global markets
COMPONENTS	Booster station, pipelines and two single point mooring buoys
KEY MILESTONES	<ul style="list-style-type: none">• Scoping Public Comment Period – Summer 2019• Project Feasibility Decision – Late 2019• Draft EIS Public Comment Period – Winter 2019• Final EIS Public Comment Period – Early 2020



ENVIRONMENTAL CONSIDERATIONS

- ★ **Consult and collaborate** with regulatory agencies to comply with applicable laws and regulations
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Phillips 66
*Tetney Monobuoy
Humber Estuary, UK*

THE MARINE ENVIRONMENT

Prevention

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OIL SPILL RESPONSE

Emergency Response Readiness

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 - Support Vessels
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*Southern Responder,
MSRC Ingleside*

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AIR EMISSION MANAGEMENT

High Standards

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ENVIRONMENT AND SAFETY

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Appendix D

REPORTER'S RECORD

PHILLIPS 66 BLUEWATER DEEPWATER PORT PROJECT

EIS PUBLIC SCOPING MEETING

JULY 22, 2019

Vol. 1 of 1

On the 22nd day of July 2019, the following proceedings came on to be heard in the above-entitled matter held at the Omni Corpus Christi, 900 N. Shoreline Boulevard, Corpus Christi Room C, Corpus Christi, Texas 78401.

Proceedings reported by computerized oral stenography.

APPEARANCES

UNITED STATES COAST GUARD

Commander Myles Greenway
United States Coast Guard
Vessel and Facility Operating
Standards Division
2703 Martin Luther King, Jr. Avenue SE
Washington, DC 20593-7000

MARITIME ADMINISTRATION

Ms. Yvette Fields
Maritime Administration
Office of Deepwater Ports and Offshore
Activities
1200 New Jersey Avenue SE
W21-310 (MAR-530)
Washington, DC 20590

GOLDER ASSOCIATES

Ms. Kerri Burns
Golder Associates
6026 NW 1st Place
Gainesville, Florida 32607

ALSO PRESENT:

Ms. Mendy T. Williams, Court Reporter

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PROCEEDINGS.....4

COURT REPORTER'S CERTIFICATE.....35
CONCORDANCE.....Attached
ASCII CD-R.....Attached to Certified Copy

PROCEEDINGS

1
2 CMDR. GREENWAY: Good evening, and
3 welcome, ladies and gentlemen. My name is Myles
4 Greenway. I represent the Coast Guard's Vessel
5 and Facility Operating Standards Division
6 located at Coast Guard Headquarters in
7 Washington, DC.

8 At the head table with me are Ms.
9 Yvette Fields, Director of Maritime
10 Administrator's Office of Deepwater Port
11 Licensing and Port Conveyance, and Ms. Kerri
12 Burns, from Golder Associates, the environmental
13 contractor assisting us on this project. Ms.
14 Burns will serve as our meeting facilitator.

15 Tonight, we are gathered to receive
16 your comments on the scope and significant
17 issues that you believe should be addressed as
18 the Coast Guard and the Maritime Administration
19 undertake the processing of the Phillips 66
20 Bluewater Application, to own, construct, and
21 operate an oil deepwater port export facility
22 within the Outer Continental Shelf, which
23 will -- approximately 15 nautical miles from San
24 Jose Island, Aransas County, Texas.

25 The deepwater port would consist of

1 two single point mooring buoy systems,
2 approximately 56.5 miles of new pipeline,
3 infrastructure, and a booster station located on
4 Harbor Island, all within Aransas, Nueces, and
5 San Patricio Counties, Texas.

6 This public process is required by
7 the National Environmental Policy Act and is
8 known as "scoping". In a few minutes, Ms.
9 Fields will provide a short overview of her
10 responsibilities regarding the Phillips 66
11 Bluewater Deepwater Port License Application.
12 Ms. Burns will also describe her
13 responsibilities as a facilitator for this
14 meeting.

15 At the onset of this meeting, please
16 let me emphasize that neither the Coast Guard,
17 the Maritime Administration, nor anyone present
18 on the panel is a proponent or opponent of this,
19 or any other, deepwater port project.

20 I also emphasize this public scoping
21 meeting is only the first step, albeit an
22 important one, in the process of the
23 Bluewater -- Bluewater's application, and it
24 signals the commencement of a detailed
25 environmental impact review, as required by the

1 Deepwater Port Act and the National
2 Environmental Policy Act.

3 Ultimately, a decision on whether to
4 grant or deny a license rests with the Maritime
5 Administrator, and to a significant extent, with
6 Governor Abbott of Texas. Until such time as a
7 decision is rendered, no activity related to the
8 construction or operation of Bluewater's
9 proposed deepwater port may occur.

10 The Deepwater Port Act was enacted
11 by Congress in 1974. Its purpose is to
12 authorize and regulate the -- the location,
13 ownership, construction and operation of
14 deepwater ports located in waters beyond the
15 state's seaward boundary.

16 By locating -- by locating deepwater
17 ports and the large vessels transporting cargo
18 at them offshore and outside of more densely
19 congested nearshore facilities and waterways,
20 Congress believed the ports would provide
21 enhanced protection of the marine and coastal
22 environment and help prevent or minimize adverse
23 impacts which might occur as a consequence of
24 such ports.

25 In 2012, the Coast Guard and

1 Maritime Transportation Act amended the
2 Deepwater Port Act to allow for exports of oil
3 and natural gas through a deepwater port. The
4 subject of this public meeting -- scoping
5 meeting is Bluewater's application to own,
6 construct, operate, and eventually decommission
7 an oil export deepwater port in federal waters
8 offshore Aransas County, Texas.

9 Bluewater's application was received
10 by the Coast Guard and the Maritime
11 Administration on May 30, 2019. On June 26,
12 2019, the Maritime Administration published a
13 Notice of Application in the Federal Register
14 stating that Bluewater's application contained
15 the required information necessary to initiate
16 processing.

17 In that notice, pursuant to criteria
18 established in the Deepwater Port Act, the State
19 of -- and the State of Texas was designated as
20 an adjacent coastal state. This designation
21 gives the Governor of Texas specific authority
22 during the licensing -- license review and
23 approval process under the Deepwater Port Act.

24 The Maritime Administrator is prohibited
25 from issuing a deepwater port license without

1 the approval or the presumptive approval of the
2 governor of the adjacent coastal state. If the
3 governor of the adjacent coastal state notifies
4 the Maritime Administration that an application,
5 which would otherwise be approved, is
6 inconsistent with state programs relating to
7 environmental protection, land and water use,
8 and coastal zone management, the Maritime
9 Administrator is required to condition the
10 license, if one is granted, so as to make it
11 consistent with those state programs.

12 To issue a deepwater port license,
13 there are a number of elements that must be
14 considered by the Maritime Administration. Ms.
15 Fields will describe these -- those in a moment.
16 An important part of the overall licensing
17 process required by the Deepwater Port Act and
18 the National Environmental Policy Act is
19 completion of an environmental impact analysis.

20 On July 3, 2019, the Maritime
21 Administration published in the Federal Register
22 a Notice of Intent to Prepare an Environmental
23 Impact Statement, or EIS. The notice provided a
24 summary of the application and the scoping
25 process we are currently undertaking.

1 The intent of this public scoping
2 meeting is to receive your input on any issue
3 you think should be considered as part of the
4 environmental impact review. This meeting is
5 not the only opportunity you will have to
6 provide input on this application.

7 There will be further opportunities
8 to make -- for you to make comments on the
9 record at follow on public meetings for the
10 draft EIS and final EIS, and you are welcome to
11 send handwritten comments to the official docket
12 any time, however, for the purpose of scoping --
13 scoping, written comments must be received by
14 August 2, 2019.

15 Written comments should be sent to
16 the Docket Management Facility. Instructions
17 for filing written comments are available at the
18 registration table, however, if you have
19 questions, please see one of the representatives
20 at the front desk for further information, or
21 see me, after the conclusion of this meeting.

22 The EIS will describe the nature and
23 extent of the environmental impact of the
24 proposed action which is the issuance of a
25 federal license permitting the construction and

1 operation of the Bluewater deepwater port and
2 component pipelines.

3 The EIS will include, among -- among
4 other topics, the purpose and a need for the
5 proposed action, a description of alternatives,
6 a description of the affected environment, and
7 an evaluation of the direct, indirect, and
8 cumulative impacts on the natural and human
9 environment by the proposed action and
10 alternatives.

11 **A full set of informational handouts**
12 **is available for you to review at the**
13 **registration table. The Coast Guard and**
14 **Maritime Administration work together in**
15 **processing deepwater port applications and serve**
16 **as co-lead federal agencies responsible for**
17 **developing the EIS.**

18 **In fulfilling this responsibility,**
19 **input we receive from the public, tribal nations,**
20 **and federal, state, and county agencies is an**
21 **important consideration as the draft and final**
22 **EIS are prepared and prior to the Maritime**
23 **Administrator making his decision.**

24 **Notwithstanding the Governor or an**
25 **adjacent coastal state's possible action, the**

1 Maritime Administrator will ultimately decide
2 whether to approve, disapprove, or approve with
3 conditions, a license for Bluewater.

4 We encourage your comments during
5 this public scoping meeting on any significant
6 issues related to construction activities and
7 operations related to the deepwater port or any
8 of its onshore or offshore components.

9 The Coast Guard is responsible for
10 the evaluation of proposed deepwater port
11 engineering design standards, review and
12 approval of the port operations manual,
13 evaluation of waterways management, navigation
14 safety, maritime security, and risk-management
15 mitigation measures, identification of
16 environmental protection, and monitoring
17 requirements and compliance with various
18 domestic and international shipping rules for
19 oil cargo carriers that might call on the
20 Bluewater deepwater port.

21 Should the application be approved,
22 and a license prepared, the Coast Guard will
23 coordinate with other agencies that have
24 responsibility over aspects of the port's design
25 or which may have requirements to issue permits,

1 approvals, or authorizations for some aspects of
2 the port's operations.

3 As with any other approved deepwater
4 port license currently in effect, if the
5 Bluewater project were to receive a license to
6 operate, that license would include mandatory
7 conditions that require compliance with all
8 necessary permits and would also establish
9 environmental protection, mitigation, and
10 monitoring requirements.

11 Comments received during this
12 meeting and throughout the scoping period will
13 become part of the public record and will be
14 considered in preparation of the draft and final
15 EIS. There will be a comment period and public
16 hearings following publication of both the draft
17 and final EIS.

18 At this time, I'd like to introduce
19 Ms. Yvette Fields with the Maritime
20 Administration, who will describe the
21 responsibilities of her agency.

22 MS. FIELDS: Good evening. As
23 Commander Greenway has indicated, my name is
24 Yvette fields, and I'm the Director of the
25 Maritime Administration's Office of Deepwater

1 Port Licensing and Port Conveyance.

2 On behalf of the Maritime
3 Administration, I would like to thank all of you
4 for attending this evening's scoping meeting for
5 the Bluewater Deepwater Port License Application.
6 The Maritime Administration was delegated the
7 authority and responsibility by the Secretary of
8 Transportation to issue deepwater port licenses
9 for the import and export of oil and natural gas.

10 With its long history of concern for
11 safety, security, and the environment, MARAD is
12 pleased to coordinate with the US Coast Guard in
13 processing deepwater port license applications
14 for the federal government.

15 I want to make it clear that the
16 Maritime Administration is neither a proponent
17 of, nor an opponent to, any deepwater port
18 project, therefore, any materials presented at
19 today's scoping meeting either endorsing or
20 opposing the proposed Bluewater deepwater port
21 facility are not the opinions of the Maritime
22 Administration.

23 My agency's final decision on the
24 application will be expressed in writing upon
25 completion of the full application and

1 environmental review process. As the deepwater
2 port licensing authority, the Maritime
3 Administration is keenly interested in a
4 thorough application review and environmental
5 analysis of the proposed project.

6 At the end of the deepwater port
7 license application and environmental review
8 process, the Maritime Administrator will have a
9 decision to make to approve the deepwater port
10 license application, reject the deepwater port
11 license application, or approve the deepwater
12 port license application, subject to certain
13 conditions.

14 This decision to approve or
15 disapprove the license application will be
16 reflected in the official record of decision
17 document which is required by law to be issued
18 by the Maritime Administrator upon completion of
19 the application and environmental review process.

20 The Administrator's decision will be
21 based upon the assurance that the applicant is
22 financially responsible; the applicant is able
23 to comply with applicable laws, regulations, and
24 license conditions; the deepwater port will
25 operate in the national interest and consistent

1 with national security, energy, sufficiency, and
2 environmental policy goals, also, that the
3 deepwater port will not unreasonably interfere
4 with international navigation; that the
5 deepwater port will be constructed and operated
6 to prevent or minimize adverse impacts on a
7 marine environment; that the deepwater port will
8 comply with national environmental laws; that an
9 approved coastal zone management program is in
10 place; also that the Secretaries of Army, State
11 and Defense were consulted and the effects on
12 their programs considered, and, finally, that
13 the governor of the adjacent coastal state, in
14 this case, the Governor of Texas, approves of
15 the project, or is presumed to approve of the
16 project. Again, we appreciate your attendance
17 at today's meeting, and we welcome your comments
18 and concerns regarding this project.

19 At this time, I'll turn it back over
20 to Commander Greenway.

21 CMDR. GREENWAY: Thank you, Ms.
22 Fields. At this time, I'd like to introduce Ms.
23 Kerri Burns, who will facilitate receipt of your
24 comments during this public scoping meeting.

25 MS. BURNS: Good evening. I'd like

1 to introduce myself. My name is Kerri Burns.
2 I'm with Golder Associates. We are the US Coast
3 Guard's environmental consultant preparing the
4 Coast Guard and Maritime Administration's
5 Environmental Impact Statement, or EIS, for the
6 purpose of the Bluewater Project deepwater port.

7 My purpose tonight is to ensure that
8 you, the interested public, have the opportunity
9 to be heard, and that the public scoping meeting
10 is conducted efficiently and with respect to all
11 participants.

12 Specifically, my role is to guide
13 the process for which your observations,
14 comments, concerns, and questions will be
15 received in a manner that respects all
16 participants.

17 I assure you that either from your
18 verbal comments made here tonight, as well as
19 through your written comments, that your input
20 would be received, recorded, and considered.
21 The intent of this meeting is to obtain your
22 comments.

23 The representatives at the panel
24 will neither entertain questions, nor address
25 your comments during the course of the meeting,

1 except to clarify the process or administrative
2 issues. To keep this meeting on track and on
3 time, it is essential that everyone present
4 understand and adhere to some basic ground rules.

5 Part of my role tonight is to
6 enforce these ground rules. So, specifically,
7 we want to respect the speaker, as well as the
8 listener. This means that when it's your turn
9 to speak, members of the audience should respect
10 you and listen.

11 By the same token, the speaker
12 should respect all the listeners by being brief
13 and to the point. For all people present,
14 please avoid any sidebar conversations when
15 others are speaking. Please defer any judgment,
16 including verbal outbursts, or applause.

17 Next, we want to be mindful. I ask
18 that you are mindful of the real purpose of this
19 meeting while we're in this room, so please
20 reserve any involvement in discussions, comments,
21 questions that are going on, and keep them to
22 the Bluewater Project.

23 This is a forum for -- this is not a
24 forum for other unrelated issues. If you must
25 attend to other business, we ask that you step

1 outside and have your conversation, and then
2 return to the room when you've completed it.

3 For those of you who have cell
4 phones with you in the room, at this time, we
5 ask that you take your cell phone out and either
6 turn the phone off, silence the phone, or put it
7 into a non-disturb mode.

8 If at any time you need to respond
9 to an email, a text, or take a phone call, we
10 ask that you step out of the room to take that,
11 and then return when you've completed it. There
12 are many who wish to make verbal comments this
13 evening.

14 At the time, I will go through the
15 list, and when I announce your name, we ask that
16 you come up to the speaker stations. We ask
17 that you -- upon completion of your speaking, we
18 ask that you then return to your seat. When you
19 come up to this -- the microphone, please be
20 ready to speak, respect each speaker, and use
21 the headline first method when making your
22 comments for the entire process.

23 We do have registration cards, as
24 well as comment cards, located outside at the
25 table. If you've not had the chance to fill

1 that out, we encourage you to do so, so that we
2 have record of your participation and
3 involvement this evening.

4 We have a court reporter here who
5 will be entering your comments into the public
6 record. If you have any written comments that
7 you have prepared with you will that you will be
8 speaking on, at the end of your time, we would
9 like for you to hand that also to the reporter,
10 so she has that for record.

11 If when your name is called, if you
12 decide not to speak but you have written comment,
13 you can hand that over to one of our staff
14 members, or to the reporter, and we can get that
15 into the record as well. To allow everyone the
16 opportunity to speak, all comments will be
17 limited to three minutes.

18 I will signal you when one minute is
19 remaining, and again when you have 30 seconds
20 remaining. When your time is up, I will say
21 thank you for your comment. We ask that you
22 finish your sentence and then leave the podium
23 at that time.

24 If time is permitted, you will
25 receive additional one to two-minute segments

1 after we've gone through the speaker list. Our
2 order of speakers this evening will be federal,
3 state, and local elected officials, or their
4 representatives.

5 We will then go to federal or state
6 agency representatives. Individuals will then
7 be called in the order that they have signed up.
8 After that, if there are any other individuals
9 that have not yet signed up that would like to
10 speak, you will be given an opportunity at that
11 time.

12 In a few minutes, I will call up
13 three speakers at a time. We ask that you then
14 go to the -- one of the closest microphones near
15 you, please state and spell your name and your
16 organization, if you represent one, then you
17 will begin your three minutes.

18 I will start the timer when you
19 start speaking. Okay? So at that time, we will
20 begin taking public comments. The first names
21 that I have are Ralston and Susan Buck. Susan?

22 (No response from the meeting
23 attendees.)

24 MS. BURNS: The next name I have is
25 Vidal Conde. Vidal Conde?

1 (No response from the meeting
2 attendees.)

3 MS. BURNS: And Cindy Clark?

4 CINDY CLARK: Hi, I'm Cindy Clark.
5 I'm a member of the Port Aransas Conservancy,
6 and, actually, our leader and spokesperson was
7 unable to come this evening. We are a group of
8 just shy of 400 people, and I -- I was quite
9 impressed today in the earlier session.

10 I had an opportunity to speak and
11 ask questions to a lot of the employees of
12 Phillips 66, and a lot of the engineers, and so
13 on, that are involved in the project, and quite
14 frankly, I'm going to go back and do my homework.

15 And that's kind of the reason we
16 came tonight as well, is to find out the facts
17 and to go back and study it and to figure it out
18 and -- and then give our feedback to y'all.

19 So I'm very happy to be here, and I
20 really enjoyed speaking with everybody and I
21 think y'all are -- are doing it the right way,
22 and we hope that we have an opportunity to have
23 input at the next -- I understand there's going
24 to be another session.

25 And so we will be prepared at the

1 time to ask questions and meet some more of
2 y'all. So thank you.

3 (Unidentified audience member speaks
4 outside of turn.)

5 CINDY CLARK: Oh, okay. I've been
6 corrected. And the Port Aransas Conservancy is
7 our, like, parent organization. The group of
8 less than 400 is called Keep Her Wild Port
9 Aransas. Thank you.

10 MS. BURNS: Okay. Omar Garcia?

11 OMAR GARCIA: I am Omar Garcia. I'm
12 the Chief External Affairs Officer for the Port
13 of Corpus Christi, and I'm here to say that the
14 Port of Corpus Christi supports this project.

15 We feel that Phillips 66 has the
16 experience in running. They are an oil and gas
17 company, and they have run with these projects
18 for the last 50 years, and we have the expertise,
19 which is a very important factor in the process.
20 They are working with the Port Authority.

21 The Port Authority is a public
22 entity that is beholden to the public trust.
23 Because they are working with the Port Authority,
24 they will adhere to all our rigorous
25 environmental standards. The location -- the

1 location is very important to everybody in the
2 Coastal Bend.

3 The location was selected to
4 minimize all environmental impacts, especially
5 air emissions, so for those reasons, the Port of
6 Corpus Christi strongly supports this project.
7 Thank you.

8 MS. BURNS: Cindy Clark?
9 (Unidentified audience member speaks
10 outside of turn.)

11 MS. BURNS: That was you? Okay.
12 John Donovan?

13 JOHN DONOVAN: John Donovan with the
14 Port Aransas Conservancy. And by the way, we
15 have 2,300 members, not 400. And for one thing,
16 I'd like to applaud the Port of Corpus Christi
17 for coming to its senses about how offshore is
18 really not dangerous.

19 It's actually a great way to go. We
20 would sincerely appreciate if they in fact would
21 move their plans for building an onshore
22 terminal offshore, which we think is the --
23 absolutely the way to go. We're impressed with
24 what Phillips 66 has shown us this evening.

25 They seem to be going about it the

1 right way. They certainly have an excellent --
2 excuse me -- an excellent track record in that
3 regard. We'd like to see this offshore terminal
4 come to fruition. We aren't going to endorse it
5 yet.

6 We need a lot more information, and
7 we're certainly concerned about where the
8 pipelines might go, how they might be laid, and
9 how much trenching is involved, how -- what
10 safeguards are in place for possible leaks, what
11 infrastructure might go on to Harbor Island
12 right across from our downtown park.

13 These are all questions we'd like to
14 be answered. What the experts have shown us
15 this evening have been impressive, we look
16 forward to learning more, and we wish it goes
17 well. Thank you.

18 Ms. BURNS: Errol Summerlin?

19 ERROL SUMMERLIN: I wasn't going
20 to -- I wasn't going to comment. I signed up,
21 and then I decided after the -- Okay. My name
22 is Errol Summerlin. I am with Portland Citizens.
23 My -- It's spelled E-r-r-o-l, S-u-m-m-e-r-l-i-n.
24 I live in Portland, Texas, okay.

25 I am a member of Portland Citizens

1 United, and I'm a member of the CAPE, the
2 Coastal Alliance to Protect our Environment,
3 which is a group of 13 organizations, including
4 PAC, that is absolutely amazed and horrified at
5 all of the industrial development that is being
6 pushed by the Port and by the economic
7 development corporations into the Coastal Bend
8 of Texas for the simple reason of profit for a
9 few.

10 Okay? Having said that, with regard
11 to this specific project, I will just say that
12 we will submit formal comments in writing by the
13 August 2 deadline, but one thing that I have
14 been disturbed about by both this notice and the
15 notice that was provided by the Corps of
16 Engineers just a couple of weeks ago regarding
17 the dredging of La Quinta Channel, notice --
18 five-days' notice is essentially what everybody
19 got, okay, for this meeting tonight, and I do
20 not understand why notice is not given far
21 enough in -- in advance, materials published, so
22 that we can understand what is going on, okay.

23 So notice provision is a comment
24 that I've got that this --

25 MS. BURNS: You have one minute

1 remaining.

2 ERROL SUMMERLIN: -- I got one
3 minute. Okay. Second, the tank farm. We don't
4 have any -- I was told tonight that the tank
5 farm exact location can be determined by going
6 through a stack of documents about this high
7 (indicating), okay, on the website.

8 I will try and find that, but the
9 tank farm and the location of the tank farm is
10 critical --

11 MS. BURNS: You have 30 seconds
12 remaining.

13 ERROL SUMMERLIN: Secondly, the
14 pipeline that is going to cross 181 and go just
15 north of the City of Gregory is a concern, okay.
16 Gregory is an equal justice community. It is
17 primarily minority, 95 percent minority, and 27
18 percent of the folks are poor and they're being
19 surrounded by everything that's going on --

20 MS. BURNS: Thank you for your
21 comments.

22 ERROL SUMMERLIN: -- okay? So thank
23 you very much. We will submit comments at the
24 appropriate time.

25 MS. BURNS: Thank you. James Klein?

1 JAMES KLEIN: Good evening. My name
2 is James Klein. My last name is spelled K-l-e-
3 i-n. I'm here representing the Clean Economy
4 Coalition, a global environmental group that's
5 been around for about 10 years here in -- based
6 in Corpus Christi.

7 I'm also representing a local
8 chapter of the Sierra Club on behalf of Pat and
9 Hal Suttor, who could not be here tonight. And
10 we have some reservations about this project,
11 and a lot of those stem back to the Deepwater
12 Horizon disaster that took place a number of
13 years ago.

14 And in the EIS, I would strongly
15 urge that close examination be given to
16 safeguards that could help to minimize the
17 ecological damage of future oil spills like that
18 which happened when the Deepwater Horizon blew
19 up back in, I guess, it was 2010. So we have a
20 great -- a great deal of concern about that, and
21 for that reason, it -- guardedly are opposed to
22 this project. Thank you.

23 MS. BURNS: John Morris?

24 JOHN MORRIS: Hi. John Morris. I'm
25 also a member of PAC. Quite a few of our

1 questions have at least been addressed in the --
2 the session next door. One question or comment
3 that I would like to make is that as it's been
4 brought forward, there's such a multitude of
5 projects that are being brought in at a high
6 rate of speed in the -- in the coastal Bend.

7 But these EIS's that are going to be
8 required for all of these, start looking at
9 cumulative effects, you know, that it's not one
10 project. I think with Harbor Island and the --
11 the deepwater solution, that looks real -- real
12 good, you know, on -- on the face of things, but
13 then you combine it with the desires of the Port
14 of Corpus Christi to continue with a -- an
15 onshore solution in a critical habitat area with
16 additional emissions, all of these things.

17 That these projects aren't looked at
18 cumulatively, and we're going to end up with a
19 much bigger problem than what we think. That's
20 all I have. Thank you.

21 MS. BURNS: At this time, that is
22 all the preregistered speakers that we have. Is
23 there anyone else in the room that did not get a
24 chance to register, but that would like to speak
25 at this time?

1 KATHY FULTON: I would like to take
2 a shot. Hi. My name is Kathy Fulton, and I am
3 with the Port Aransas Conservancy, as well as
4 Keep Her Wild, and I just want to note a couple
5 of things. Number one, Errol did bring up
6 something about notices. This is a problem.

7 Okay. We have got -- Y'all got
8 This, and I didn't even realize that this is due
9 on August 2. So, clearly, we -- we -- we were
10 way behind the gate about finding out, oh, wait,
11 we've got to comment on this, but we've also got
12 to comment TCEQ.

13 Let's see, that -- There's a
14 deadline there for August 5, and then there's
15 another TCEQ deadline for us on August 13. So,
16 you know, we've got a lot we're trying to keep
17 up with. You'd think, and sorry to Phillips
18 at -- I'm -- the Port of Corpus Christie already
19 knows this.

20 You'd think y'all could get the damn
21 notices into everybody's -- I -- We don't get
22 the Corpus Christi Caller a lot of the time, you
23 know. We have a local paper. It's called
24 the -- you know what I mean -- South Jetty.
25 That's our paper. That is how most of us get

1 our local news.

2 And Portland, everybody's got their
3 own paper, so this is just one thing I want to
4 point out. The other thing is one hour over
5 there is not near enough time for us to come and
6 make statements about this project over here,
7 however, we will be having statements in the
8 future, I'm sure.

9 And finally, I do want to say there
10 was something mentioned about the coastal --
11 that -- a coastal management plan is required.
12 Apparently, maybe a coastal management plan is
13 required, but as it turns out, the Army Corp of
14 Engineers does not have to adhere to Port
15 Aransas' current coastal management plan, as we
16 were just found out last weekend. Thank you.

17 MS. BURNS: At this time, I'd like
18 to open the floor for any additional public
19 comments. Is there anybody else in the audience
20 that is interested in making a comment in
21 reference to the project?

22 (No response from the meeting
23 attendees.)

24 MS. BURNS: Okay. At this time, I'd
25 like to thank everyone for attending, for your

1 time, and for your comments. Commander Greenway,
2 we have no more -- no more speakers at this time.

3 CMDR. GREENWAY: All right. At this
4 time, is there anybody in the audience
5 interested in making a comment regarding the
6 proposed Bluewater deepwater port? We will
7 remain available for comments until 8:00 p.m.,
8 as we had advertised, but at this time, we will
9 take a recess for 30 minutes and reconvene at
10 1905 to see if anyone arrives to make a comment.
11 Thank you.

12 (Off the record at 6:32 p.m.)

13 (On the record at 7:05 p.m.)

14 MS. BURNS: Ladies and gentlemen, we
15 are ready to convene. If you will, please take
16 your seats. I'd like to remind you that the
17 meeting remains focused on comments specifically
18 regarding the proposed Bluewater Project and
19 that the ground rules previously explained also
20 remain in effect.

21 At this time, are there any speakers
22 in the audience that are interested in making a
23 comment?

24 (No response from the meeting
25 attendees.)

1 MS. BURNS: Commander Greenway, at
2 this time we have no additional speakers.

3 CMDR. GREENWAY: All right. At this
4 time, is there anybody in the audience
5 interested in making a comment regarding the
6 proposed Bluewater deepwater port?

7 (No response from the meeting
8 attendees.)

9 CMDR. GREENWAY: We will remain
10 available for comments until 8:00 p.m., as we
11 have advertised, but at this time, we'll take
12 another 30-minute recess and reconvene at 37 --
13 at 40 after. Thank you.

14 (Off the record at 7:07 p.m.)

15 (On the record at 7:40 p.m.)

16 MS. BURNS: Ladies and gentlemen,
17 we're going to reconvene at this time. As we do
18 so, I remind you the meeting remains focused on
19 comments specifically regarding the proposed
20 Bluewater Project, and that the ground rules
21 previously explained also remain in effect. Is
22 there anyone in the room that would like to
23 speak on behalf of the project?

24 (No response from the meeting
25 attendees.)

1 MS. BURNS: Okay. Commander
2 Greenway, there are no speakers at this time.

3 CMDR. GREENWAY: All right. At this
4 time, is there anybody in the audience
5 interested in making a comment regarding the
6 proposed Bluewater deepwater port?

7 (No response from the meeting
8 attendees.)

9 CMDR. GREENWAY: We will remain
10 available for comments until 8:00 p.m., as we
11 have advertised, but at this time, we'll take a
12 recess for 15 minutes and reconvene at 1955 to
13 see if anybody arrives to make a comment. Thank
14 you.

15 (Off the record at 7:41 p.m.)

16 (On the record at 7:54 p.m.)

17 MS. BURNS: Ladies and gentlemen, at
18 this time, we'll reconvene. As we do so, I
19 remind you that the meeting remains focused on
20 comments specifically regarding the proposed
21 Bluewater Project, and that the ground rules
22 previously explained also remain in effect.

23 At this time, are there any more
24 speakers in the audience who wish to make a
25 comment?

1 (No response from the meeting
2 attendees.)

3 MS. BURNS: Okay. Commander
4 Greenway, there are no speakers at this time.

5 CMDR. GREENWAY: Okay. Thank you.
6 At this time, is there anybody in the audience
7 interested in making a comment regarding the
8 proposed Bluewater deepwater port? We will
9 remain available for comment until 8:00 p.m., as
10 we have advertised.

11 (Off the record 7:55 p.m.)

12 (On the record at 8:00 p.m.)

13 CMDR. GREENWAY: One last call. Is
14 there anyone else in the audience wishing to
15 comment on the proposed Bluewater deepwater port?

16 (No response from the meeting
17 attendees.)

18 CMDR. GREENWAY: It is now 8:00 p.m.
19 This concludes this public scoping meeting on
20 Bluewater's license application to -- to
21 construct and operate the deepwater port. We
22 are now adjourned. Thank you and good night.

23 (Off the record at 8:00 p.m.)

24

25

