



Public Notice

**U.S. Army Corps
Of Engineers**

Galveston District

Permit Application No: SWG-2018-00789

Date Issued: 7 July 2020

Comments

Due: 6 August 2020

U.S. ARMY CORPS OF ENGINEERS, GALVESTON DISTRICT

PURPOSE OF PUBLIC NOTICE: To inform you of a proposal for work in which you might be interested. It is also to solicit your comments and information to better enable us to make a reasonable decision on factors affecting the public interest. The U.S. Army Corps of Engineers (Corps) is not the entity proposing or performing the proposed work, nor has the Corps taken a position, in favor or against the proposed work.

AUTHORITY: This application will be reviewed pursuant to Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection, Research, and Sanctuaries Act.

APPLICANT: Axis Midstream Holdings, LLC
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LOCATION: The proposed project is located in Taft, Gregory, Ingleside, and Aransas Pass, in San Patricio County, Texas; the Gulf Intracoastal Waterway (GIWW); Redfish Bay; the Corpus Christi Ship Channel (CCSC); and terminates on Harbor Island in Port Aransas, Nueces County Texas. The project can be located on the U.S.G.S. quadrangle maps entitled: Taft, Gregory, Aransas Pass, Ingleside-On-the-Bay, and Port Aransas, Texas.

PROJECT DESCRIPTION: The applicant (Axis Midstream Holdings, LLC) proposes to construct a series of facilities and pipelines to store, transport, and load crude oil into marine transport vessels. The proposed project components are composed of:

- a. The Midway Tank Farm (Midway Facility) located south of the City of Taft, Texas.

- b. The Aransas Pass Staging Facility (Aransas Facility) located west of the City of Aransas Pass.
 - c. A pipeline bundle that would connect the Aransas and Midway Facilities. This pipeline bundle would consist of
 - i. one (1) 2-inch fiber optic;
 - ii. one (1) 6-inch gas supply (last mile); and
 - iii. two (2) 36-inch crude oil pipelines.
 - d. Harbor Island Loading Terminal (Harbor Island Terminal) located on the west side of the CCSC on Harbor Island in Port Aransas, Texas.
 - e. A pipeline bundle that would connect the Aransas and Harbor Island Facilities. This pipeline bundle would consist of:
 - i. one (1) 2-inch fiber optic;
 - ii. one (1) 6-inch gas supply;
 - iii. one (1) 16-inch intermix return; and
 - iv. two (2) 42-inch crude oil pipelines.
1. The proposed 60-acre Midway Tank Farm (Sheet 31 of attached plans) project site would be located south of the intersection of Farm-to-Market (FM) 72 and FM 893 in Taft. The facility will consist of multiple sized above ground bulk fluids storage tanks. The 60-acre site is currently being used for agriculture, specifically row crops, and is surrounded by wind energy turbines. Midway was selected as the bulk storage site due to the growing nexus of crude oil pipeline infrastructure in this area. Work associated with the construction of this facility is not regulated.
 2. Midway to Aransas Facility Pipelines: The Midway to Aransas Facility Pipelines (Sheets 2-15 of attached plans) will consist of the installation of approximately 19.5 miles of one (1) 2-inch fiber optic line, one (1) 6-inch gas supply line, and two (2) 36-inch crude oil pipelines. Each of the 36-inch pipelines are sized to move 80,000 barrels of crude per hour to the Aransas Pass Staging Facility. The bundle would be installed mainly in agricultural fields starting at the Midway Tank Farm to FM 1069. From there to Aransas Pass, the bundle will parallel an existing pipeline corridor adjacent to a residential area located on Live Oak Ridge, north of Ingleside, Texas. The 6-inch gas supply pipeline will be installed and co-located with the two 36-inch pipelines from a tie-in point to the Aransas Pass Staging Facility. The method of installation involves conventional trenching along with horizontal directional drilling (HDD) or the jack and bore method for roadway and waterway crossings. The proposed construction ROW for this segment of the project is 130 feet. The permanent ROW width is 60 feet with the additional 70 feet utilized as temporary workspace. Additional temporary construction workspace outside of the 130-foot wide ROW is proposed at various locations to accommodate foreign pipeline crossings, road crossings, waterway crossings, and points of inflexions (PI), etc., encountered along the route from the Midway Tank Farm to the Aransas Pass Staging Facility. All these features require additional workspace for temporary spoil stockpiling, construction equipment installation, etc., which is needed to safely achieve the required crossings depths. The proposed alignment involves nineteen (19) road crossings, seven (7) waterbody crossings, and six (6) wetland crossings. No road crossing workspaces are located within wetlands. Three (3) of the seven (7)

waterbody crossings will be crossed using HDD or the jack and bore method avoiding impacts to waters of the United States (WOUS). The remaining four (4) waterbodies within the alignment are proposed to be trenched. Six (6) wetlands were identified within this alignment. The installation of the proposed Midway to Aransas pipeline bundle would result in 14.01 acres of temporary trench and fill impacts in WOUS, including wetlands.

3. Aransas Pass Staging Facility (Latitude: 27.876527; Longitude: 97.158305 W): The approximate 60-acre Aransas Pass Staging Facility (Sheet 32 of attached plans) site is located south of the intersection of State Highway (SH) 361 and FM 2725 adjacent to the Gulf Intercoastal Waterway (GIWW). The Aransas Pass Staging Facility is proposed to include multiple above ground bulk liquids storage tanks with associated piping, tank manifolds, incoming and outgoing pigging areas, two ship loading pumps, a recycle pump area, and an emergency access road. Of the 60-acre project site, approximately 17.33 acres are jurisdictional WOUS which are proposed to be permanently filled.
4. Aransas Facility to Harbor Island Pipelines: The Aransas Facility to Harbor Island Pipelines (Sheets 16-20 of attached plans) will consist of the installation of one (1) 2-inch diameter fiber optic line, one (1) 6-inch diameter gas supply pipeline, one (1) 16-inch diameter intermix return pipeline, and two (2) 42-inch diameter crude oil pipelines approximately 5.5 miles in length. The lines would be installed from the Aransas Facility across the GIWW and Redfish Bay and terminate at Harbor Island. The pipelines will be installed via HDD from the mainland below the GIWW and a portion of Redfish Bay spanning approximately 4,250 feet. From the HDD point of exit to Harbor Island the lines will be trenched and backfilled at a minimum depth of cover of 3 feet. The 42-inch diameter crude oil pipelines are designed to allow the loading of two marine vessels at a maximum rate of 80,000 barrels/hour. The 6-inch diameter gas supply pipeline will serve as a fuel source for the vapor destruction equipment. The 16-inch diameter intermix return pipeline will move product from the remix tanks at Harbor Island Terminal back to the Aransas Pass Staging Facility. The fiber optic lines will be installed to facilitate operational communications. Field instrumentation for automated valves, tank levels, etc., will be monitored and operated from within a centralized control room. The Aransas Facility to Harbor Island Pipelines require both water and land construction and installations. The construction requirements and sequence for installations for these pipelines can be broken down into five segments. The following sections describes each segment and the associated construction requirements.
 - a. HDD across the GIWW (Sheet 21 of attached plans): The first portion of the Harbor Island route will consist of utilizing the HDD method from a land-based drilling location within the proposed Aransas Facility extending southeasterly approximately 4,250 feet to an exit within an abandoned oil and gas well slip in Redfish Bay. The pipelines will be installed in three separate drilling operations at various depths. The shallowest drill, the center HDD, will be a bundle drill consisting of the one (1) 2-inch diameter fiber optic conduit, one (1) 6-inch diameter gas supply pipeline, and the one (1) 16-inch diameter return remix line and will be

drilled first. The two outermost and deepest drills will be the two (2) individual 42-inch diameter crude pipelines which will be installed separately during the second and third drills. The pilot hole will be drilled from the Aransas Pass Staging Facility site to the oil and gas well slip within the proposed 200-foot by 300-foot HDD workspace. The existing oil and gas slip will be utilized for the 260-foot by 300-foot HDD exit workspace. The oil and gas slip access canal will be utilized for marine vessel access, assembly of the pipelines and for floatation of the HDD back-string. Once the drilling operation is complete, the pipelines will be assembled, pre-hydrated and pulled from the location canal back to the Aransas Pass Staging Facility.

- b. Installation within existing Oil and Gas Canal System (Sheet 17 of attached plans): To further avoid and minimize impacts during the installation of the series of pipelines, the applicant proposes to utilize a series of abandoned oil and gas canals on the northwest side and southeast side of Redfish Bay (approximate 5,000 linear feet). As detailed in the permit drawings, a trench will be excavated within the canal bottoms and the excavated material will be temporarily stockpiled adjacent to the trench. Excavation will be done with barge mounted dredging equipment. The individual lines will be fabricated on a pipe lay barge and installed within the common trench. The trench will be backfilled utilizing the stockpiled material to provide the required protective cover. Excavation and spoil placement within the existing canal systems will avoid impacts to seagrass to the fullest extent practicable. The proposed workspace is 150-foot wide, with 75 feet being designated as the trench/workspace, and 60 feet designated as temporary spoil placement area. Turbidity curtains or other equivalent measures will be installed adjacent to the workspaces to reduce the potential for secondary impacts to adjacent seagrass habitats in addition to using the existing oil and gas access canals to minimize the required impacts to the seagrass beds.
- c. Installation across Redfish Bay (Sheet 18 of attached plans): Similar to the oil and gas canal installation methodology, a 75-foot wide trench will be excavated within the bay bottom and excavated material will be temporarily stockpiled on the bay bottom adjacent to the trench. Excavation will be done with barge mounted dredging equipment. The individual lines will be fabricated on a pipe lay barge and installed within the common trench. The trench will be backfilled utilizing the stockpiled material to provide the required protective cover. During bay construction the work areas and temporary spoil placement sites will be marked, and signage maintained to provide for safe marine traffic. Due to its location being at the mouth of the existing oil and gas access canal located on the south side of Redfish Bay, potential impacts to seagrass resources are unavoidable along this 5,800 linear foot segment. The minimum workspace needed to install the pipelines across this area is being proposed to reduce impacts.
- d. Seagrass Shallows and Tidal Flat Installation (Sheets 19 of attached plans): When departing the most southerly canal reach, the pipelines are proposed to be installed within shallow open water of Redfish Bay onto the southern reach of Harbor Island and then easterly on the island roughly parallel to the Corpus Christi

Ship Channel for approximately 4,000 feet. This sandy area (tidal flat) is situated above mean high water and is generally devoid of vegetation. A trench will be excavated within the bay shallows and on the tidal flat utilizing a mechanical excavator on pontoons (marsh buggy). The excavated material will be temporarily stockpiled adjacent to the trench. In the bay shallows the individual lines will be fabricated on a pipe lay barge and pushed into the common trench to a tie-in point with the land-based segment. On the tidal flats, the lines will be assembled adjacent to the trench and placed within the trench by cranes. The trench would be backfilled utilizing the stockpiled material to provide the required protective cover. Within the shallow bay area, turbidity curtains or other equivalent measures would be installed adjacent to the workspaces to reduce secondary impacts to adjacent seagrass resources. On the tidal flats, industry standard terrestrial best management practices (e.g., silt curtains, haybales, etc.) would be utilized to reduce secondary adverse impacts from runoff. Seagrass would be impacted by the proposed alignment and are located just north of the point where the alignment turns easterly across the tidal flat area. Approximately 10.64 acres of tidal flats would be temporarily impacted during the installation. Construction across the tidal flats would also result in impacts to approximately 0.45 acres of black mangrove. Additionally, approximately 0.13 acres of estuarine wetlands would be impacted.

- e. Installation within the Dredge Material Placement Area (Sheet 20 of attached plans): The pipeline approach to the Harbor Island Terminal within the existing DMPA would be installed by conventional land-based trench and backfill method. The trench would be excavated, and material placed adjacent to the trench within the workspace. The lines would be laid out adjacent to the trench, welded and placed into the common trench. All the lines would be hydrotested and then the trench backfilled utilizing the stockpiled material to provide the required protective cover. Standard terrestrial best management practices (e.g., silt curtains, hay bales, etc.) would be utilized to reduce secondary impacts from runoff. No impacts to WOUS, including wetlands, are proposed for this section of the Aransas to Harbor Island Pipelines.
5. Harbor Island Terminal (Latitude: 27.844767 N; Longitude: 97.083002 W): The Harbor Island Terminal is located 0.5 miles west of the intersection of Hwy 361 along the western slope of the Corpus Christi Ship Channel (between Stations 110+00 and 90+00) southwest of Port Aransas, Texas (Sheet 34 of attached plans). An approximately 20-acre site would contain the necessary infrastructure behind the two vessel berthing slips (piping, loading equipment, above ground bulk fluid remix tanks, etc.). A bulkhead would be constructed on the northwest and southwest sections of the vessel berthing slips. The berthing area would contain a 675-foot long by 17-foot wide approach trestle standing on 36-inch diameter pilings that leads to a 120-foot long by 100-foot wide terminal pier structure that would act as a ship dock platform. There would also be twenty one (21) 24-foot by 24-foot mooring dolphins installed. Refer to Sheet 36 and 37 for detailed plan and profile drawings of the proposed Harbor Island Terminal. The proposed Harbor Island Terminal is designed to accommodate up to two (2) Very Large Crude Carriers (VLCC) sized vessels.

The construction and operation of the Harbor Island Terminal would require the removal and relocation of approximately 5.6 million cubic yards (MCY) of new work material to provide the space necessary to safely maneuver and berth incoming and outgoing vessels. Dredging and excavation activities for the Harbor Island Terminal would occur within an approximate 82-acre dredge footprint to depths of -54 feet mean lower low water (MLLW), plus 4 feet advanced maintenance, and 2 feet of allowable overdredge (-60 feet MLLW).

The excavation/dredging activities will be accomplished in a phased approach. The first phase of dredging (Terrestrial) will involve the use of dragline bucket dredge and/or other earth moving equipment within an approximate 22.6-acre existing terrestrial area. In order to facilitate the terrestrial dredging, sheet piles will temporarily be placed across the slip width in order to dewater and isolate the northern terrestrial portion of the slip. Excavators will be used to remove material from the 22.6-acre existing terrestrial area to a depth of -25 feet MLLW. The top 6 feet of material located within the existing 22.6-acre terrestrial area totals approximately 0.22 MCY and would be separated for placement and or use on-site. The initial dredged material will be used for on-site buildup for the Harbor Island Terminal and construction of containment berms.

The second phase (Marine) of dredging will be accomplished via hydraulic cutter-head suction dredge. This phase involves removal of the temporary sheet pile in order to provide flotation across the overall 82-acre dredge footprint for the dredging vessels. Dredging will begin at the southern end of the slip area, adjacent to the ship channel and fan across the entire slip in a northerly direction. The material will be removed in layers across the slip until the desired depth of -54 feet MLLW, plus 4 feet advanced maintenance, and a 2 feet overdredge (-60 feet MLLW) is achieved.

The applicant conducted an alternatives analysis of potential dredged material disposal options to determine the most practical and feasible alternatives for the placement of dredged material associated with the construction of the Harbor Island Terminal. The above proposed project is the applicant's preferred alternative.

PROPOSED COMPENSATORY MITIGATION: The applicant has proposed a two part compensatory mitigation plan to offset the unavoidable impacts to jurisdictional waters of the US. The first conceptual permittee responsible mitigation plan is entitled *Mustang Island – Croaker Hole Sea Grass Restoration Plan* dated April 2020 (refer to attached plan in 73 sheets). The proposed mitigation plan would compensate for the potential unavoidable temporary impacts of 7.84 acres of seagrass beds and 0.33 acre of estuarine emergent *Spartina alterniflora* living shoreline wetlands associated with the proposed Midway to Harbor Island Pipeline and Terminal Project. The second conceptual compensation mitigation plan for additional permanent proposed project impacts associated with the Aransas Pass Staging Facility will be addressed in a separate mitigation plan. Mitigation for unavoidable temporary impacts to seagrass beds will use a minimum ratio of 2:1 (mitigation acre to impact acre).

SECTION 103:

NEW WORK ODMDS: The New Work Ocean Dredged Material Disposal Site (ODMDS) is located 3.4 miles offshore of Nueces County, Texas (refer to sheet 39) and 6,200 feet southwest of the centerline of the Outer Bar Channel. The site is rectangle-shaped and covers approximately 1.36 square nautical miles of open-ocean. Corner Coordinates are provided in Table 1. Placement of dredged material in the New Work ODMDS is limited to a 4,000 feet by 5,000 feet specified release zone. The release zone site corners are detailed in Table 2.

Table 1. New Work ODMDS Corner Coordinates

New Work Corner	Latitude (NAD 83)	Longitude (NAD 83)
Northwest	27.795307	-97.003598
Northeast	27.787807	-96.990542
Southwest	27.771697	-97.020265
Southeast	27.763919	-97.007209

Table 2. New Work Discharge Area Corner Coordinates

New Work Corner	Latitude (NAD 83)	Longitude (NAD 83)
Northwest	27.792472	-97.004042
Northeast	27.786583	-96.993992
Southwest	27.780584	-97.012687
Southeast	27.774584	-97.002492

The Corpus Christi New Work ODMDS was designated by the Environmental Protection Agency (EPA) in 1988 as the Homeport Project ODMDS. The purpose was to provide a disposal area for new work dredged material from the planned U.S. Navy's Homeport Project at Corpus Christi/Ingleside, Texas. Ultimately, the Homeport Project was never constructed.

In August of 2014, the name was changed from the Homeport Project ODMDS to Corpus Christi New Work ODMDS and the period of use and use restriction were changed to suitable dredged material from the greater Corpus Christi, Texas vicinity over an indefinite period of time.

In September of 2015 the use restrictions of several Texas ODMDS sites including the Corpus Christi New Work ODMDS, were modified to include suitable dredged material from the greater vicinity of the respective federal channels. The modification allowed the disposal of suitable dredged material by non-federal entities (port authorities, private parties, etc.) in Corpus Christi area. This change was made at the request of the US Army Corps of Engineers, Galveston District based on modeling showing that, absent expansion of ocean disposal use, the Corps would have insufficient future capacity at the nearshore placement areas typically used for operations and maintenance activities.

Since its initial designation, the Corpus Christi New Work ODMDS has been utilized once for disposal of dredged material. The Corpus Christi Ship Channel Improvement Project (CCSIC) site disposed of 4.7 MCY in 2020.

Designation of the ODMDS by the EPA does not constitute approval by the EPA for placement of materials at the site. Prior to each placement event, the concurrence by the EPA must be given after determination that the materials meet all environmental criteria and regulatory requirements pursuant to MPRSA.

AUTHORIZED DISPOSAL EFFECTS: Dredged material deposited at the site is expected to disperse and erode quickly. There are no significant environmental resources delineated within or immediately outside of the designated ODMDS. Since this site is dispersive in nature, the primary concern of the use of the site is the potential short-term buildup of dredged material, such that a hazard to navigation is presented. During the site selection process EPA excluded areas that would interfere with shipping, fishing, recreation, mineral extraction, desalinization, fish and shellfish culture, areas of special scientific importance and other legitimate uses of the ocean.

Another concern is short-term transport of the dredged material beyond the ODMDSs boundaries; specifically, the benthic community can be impacted if significant rapid movement of material off the site occurs, resulting in burial of benthic populations outside the site. In the 1987 designation of the ODMDS, the EPA concluded the primary environmental impact from use of the site would be burial of the benthic infaunal community at the site. Furthermore, the site was sized with a buffer zone developed to ensure that perturbations caused by disposal would be reduced to ambient conditions at the boundaries of the site.

The 2018 Site Management and Monitoring Plan (SMMP) added several additional requirements including use of bathymetric surveys before and every month during work, as well as specific methodologies for the time, location and method of placement of material in the disposal zone to ensure material placed in the site would not adversely affect the surrounding environment.

CHARACTERISTICS AND COMPOSITION OF THE DREDGED MATERIAL: In accordance with the February 1991 *Evaluation of Dredged Material Proposed for Ocean Disposal Testing Manual* (Green Book) the applicant completed a Tier I analysis of the dredged material. A primary purpose of Tier I is to identify the contaminants of concern (if any) in that particular dredged material. This information is used to select subsequent analyses in Tiers II, III, and IV. Preliminary results submitted with the application indicates the material to be dredged at Harbor Island is predominantly fine sand with silt and clay.

The CCSIP tested the suitability of both new work material and maintenance material from the Corpus Christi Ship Channel for offshore disposal under Marine Protection, Research and Sanctuaries Act (MPRSA) Section 103. The results were documented in the *Sampling, Chemical Analysis, and Bioassessment in Accordance with MPSRA Section 103* report (2018 Report.) Based on the results of the sampling, testing, and

evaluation completed in 2018, site water, and elutriate, as well as toxicity and bioaccumulation testing, a lines of evidence analysis concluded that no adverse environmental effects would be expected from dredging or placement of the sediment from the project area into the New Work ODMDS.

AVOIDANCE AND MINIMIZATION: The sediments proposed for transportation and disposal will be evaluated pursuant to Section 103 of the Marine Protection Research and Sanctuaries Act (MPRSA) and the EPA Region 6's RIA to ensure any dredged material transported is suitable for ocean disposal. In addition, all work will be completed in accordance with the 2018 Corpus Christi New Work, Site Management and Monitoring Plan, as well as, any additional requirements from state and federal agencies.

NOTES: This public notice is being issued based on information furnished by the applicant. This project information has not been verified by the Corps. As of the date of this Public Notice, the Corps has received but not yet verified the wetland delineation. The applicant's plans are enclosed in 39 sheets.

A preliminary review of this application indicates that an Environmental Impact Statement (EIS) is not required. Since permit assessment is a continuing process, this preliminary determination of EIS requirement will be changed if data or information brought forth in the coordination process is of a significant nature.

Our evaluation will also follow the guidelines published by the U.S. Environmental Protection Agency pursuant to Section 404 (b)(1) of the Clean Water Act (CWA).

OTHER AGENCY AUTHORIZATIONS: The applicant has stated that the project is consistent with the Texas Coastal Management Program (CMP) goals and policies and will be conducted in a manner consistent with said Program. The Texas Railroad Commission will determine if the project is consistent with the goals and policies of the CMP and will review this application under Section 401 of the CWA to determine if the work as well as return water from the upland contained dredge material placement areas would comply with State water quality standards.

The proposed project will require Section 408 coordination and review. This is a requirement for activities that seek permission from the US Army Corps of Engineers pursuant to 33 USC 408 because the proposed project will alter or temporarily or permanently occupy or use a US Army Corps of Engineers federally authorized civil works project. Changes to the proposed project, from the Section 408 process, may warrant additional coordination.

NATIONAL REGISTER OF HISTORIC PLACES: The staff archaeologist has not reviewed the latest published version of the National Register of Historic Places, lists of properties determined eligible, and other sources of information. The following is current knowledge of the presence or absence of historic properties and the effects of the undertaking upon these properties: The staff archeologist is currently reviewing the applicant cultural resource information and will initiate consultation with the SHPO if necessary.

THREATENED AND ENDANGERED SPECIES: Threatened and/or endangered species and/or their critical habitat may be affected by the proposed work. Consultation with the U.S. Fish and Wildlife and/or the National Marine Fisheries Service will be initiated to assess the effects on listed endangered species.

ESSENTIAL FISH HABITAT: This notice initiates the Essential Fish Habitat consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Our initial determination is that the proposed action would have an adverse impact on Essential Fish Habitat or federally managed fisheries in the Gulf of Mexico. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the National Marine Fisheries Service.

PUBLIC INTEREST REVIEW FACTORS: This application will be reviewed in accordance with 33 CFR 320-332, the Regulatory Programs of the Corps of Engineers, and other pertinent laws, regulations and executive orders. The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the proposal, will be considered: among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs and, in general, the needs and welfare of the people.

SOLICITATION OF COMMENTS: The Corps of Engineers is soliciting comments from the public, Federal, State, and local agencies and officials, Indian tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Impact Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

This public notice is being distributed to all known interested persons in order to assist in developing facts upon which a decision by the Corps of Engineers may be based. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition.

PUBLIC HEARING: The purpose of a public hearing is to solicit additional information to assist in the evaluation of the proposed project. Prior to the close of the comment period, any person may make a written request for a public hearing, setting forth the particular reasons for the request. The District Engineer will determine if the reasons identified for holding a public hearing are sufficient to warrant that a public hearing be held. If a public hearing is warranted, all known interested persons will be notified of the time, date, and location.

CLOSE OF COMMENT PERIOD: All comments pertaining to this Public Notice must reach this office on or before **6 August 2020**. Extensions of the comment period may be granted for valid reasons provided a written request is received by the limiting date. **If no comments are received by that date, it will be considered that there are no objections.** Comments and requests for additional information should reference our file number, **SWG-2018-00789**, and should be submitted to:

Corpus Christi Field Office
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