

Environmental Impact Statement Scoping Report

Port of Corpus Christi Authority Channel Deepening Project



Department of the Army Permit Application
SWG-2019-00067



US Army Corps
of Engineers ®



PORT **CORPUS CHRISTI**®

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1. Introduction

The National Environmental Policy Act of 1969 (NEPA) requires 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. This process is referred to as scoping and is one of several public involvement aspects of the NEPA Environmental Impact Statement (EIS) process. NEPA is a statutory requirement triggered by major federal actions that could significantly affect the quality of the human environment. NEPA requires the identification and analysis of potential environmental effects before those actions take place and serves as a "full disclosure" law with provisions for public access to and public participation in the federal decision-making process.

Scoping is an opportunity for the U.S. Army Corps of Engineers (Corps) to introduce and explain the interdisciplinary approach to our environmental analysis as well as solicit public and agency comments regarding environmental resources, potential impacts, and alternatives that should be included. The Council on Environmental Quality's (CEQ) implementing regulations for scoping (40 C.F.R. § 1501.7(a)) require the Corps to:

- Identify people or organizations who are interested in the proposed action;
- Determine the roles and responsibilities of lead and cooperating agencies by identifying other environmental review and consultation requirements so they can be integrated with the EIS;
- Identify the significant issues to be analyzed in the EIS;
- Identify and eliminate from detailed review those issues that will not be significant or those that have been adequately covered in prior environmental review;
- Identify gaps in data and informational needs; and
- Identify any related Environmental Assessments or EIS's.

The CEQ's implementing regulations for scoping (40 C.F.R. § 1501.7(b)) also recommend, but do not require, the Corps to:

- Set page limits on environmental documents;
- Set time limits;
- Hold an early scoping meeting or meetings.

This Scoping Report has been developed for the Corps to share the types of issues that were received during the scoping period from the general public and the cooperating agencies. It documents outreach efforts during the scoping period and summarizes the primary issues of concern and suggested alternatives from the public. The Scoping Report will be used to develop alternatives for the EIS and identifies issues that are important to the public and should be considered in the analysis of the EIS.

1.1. Project Background

The Corps received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (PCCA) for the deepening of the Corpus Christi Ship Channel (CCSC).

The purpose of the proposed Project is needed to accommodate transit of fully laden very large crude carriers (VLCCs) that draft approximately 70 feet. The deepening activities would be completed within the footprint of the authorized PCCA channel width.

Port of Corpus Christi Channel Deepening Project INTERNAL DRAFT

The proposed Project is located within the existing channel bottom of the Corpus Christi Ship Channel starting near the southeast side of Harbor Island, traversing east through the Aransas Pass, and extending into the Gulf of Mexico for an approximate distance of 13.8 miles. To address changing market needs, the proposed Project would deepen this portion of the Corpus Christi Ship Channel beyond the current authorized channel depths of -54 feet and -56 feet mean lower low water to maximum depths of -79 feet and -81 feet mean lower low water to accommodate transit of fully loaded VLCCs with vertical distances between the waterline and the bottom of the hull, or drafts, of approximately 70 feet. An estimated 42 million cubic yards of new work dredged material would be generated as a result of the channel deepening.

Additionally, the proposed Project includes:

- Extending the existing terminus of the authorized channel an additional 29,000 feet into the Gulf of Mexico to reach -80 mean lower low water;
- Expanding the existing Inner Basin at Harbor Island as necessary to accommodate VLCC turning, including construction of a flare transition from the Corpus Christi Ship Channel with Aransas to meet the turning basin expansion;
- Potential placement of the new work dredged material into Waters of the United States for beneficial use sites located in and around Corpus Christi and Redfish Bays;
- Potential placement of dredged material on San Jose Island for dune restoration;
- Potential placement of dredged material feeder berms for beach to provide restoration along San Jose and Mustang Islands; and
- Transport of new work dredged material to the New Work Ocean Dredged Material Disposal Site.

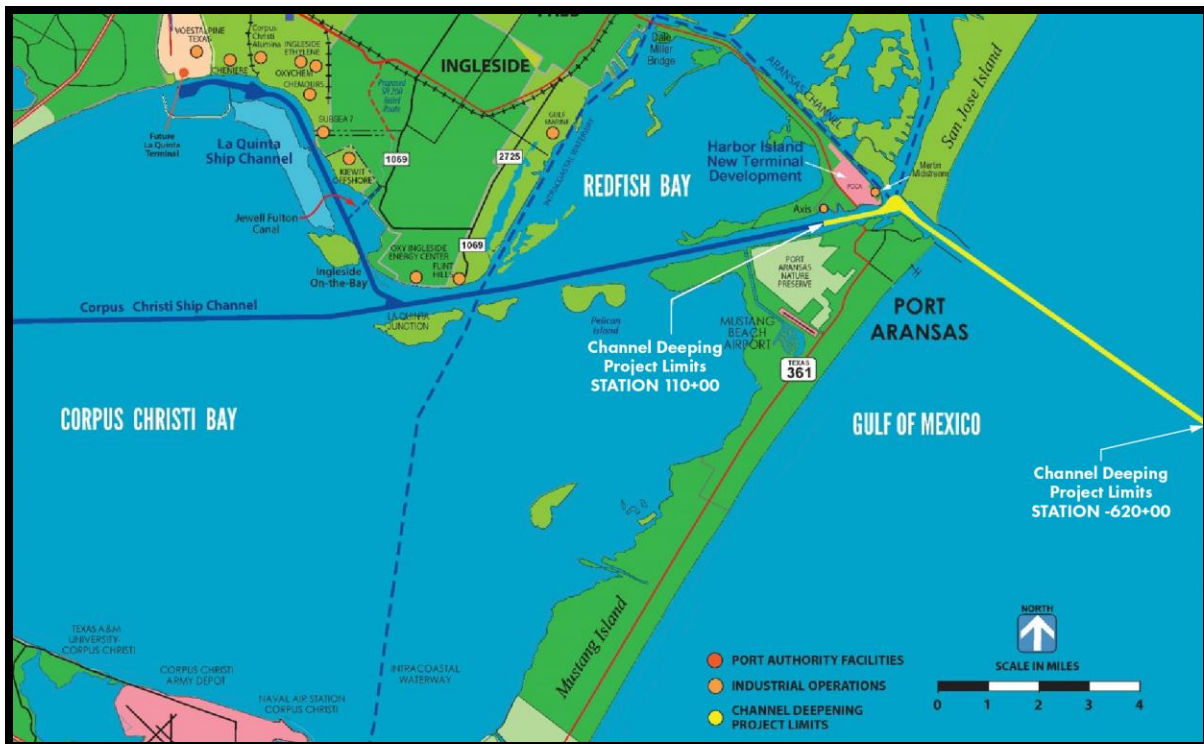


Figure 1 - Proposed Project Area Map

The proposed Project does not include widening the channel; however, some minor incidental widening of the channel is expected to meet side slope requirements and to maintain the stability of the channel.

The draft EIS is estimated to be available for public review and comment no sooner than the spring of 2021. At that time, a 45-day public review period will be provided for individuals and agencies to review and comment on the draft EIS

1.2. Purpose and Need for Proposed Project

The Corps is required to restate the purpose and need for the project from the public interest perspective. The Corps, after coordinating with the cooperating agencies, developed the following overall purpose to identify and screen alternatives to the applicant's proposed Project:

To safely, efficiently, and economically export current and forecasted crude oil inventories via VLCC, a common vessel in the world fleet. Crude oil is delivered via pipeline from the Eagle Ford and Permian Basins to multiple locations at the Port of Corpus Christi. Crude Oil inventories exported at the Port of Corpus Christi have increased from 280,000 barrels per day in 2017 to 1,650,000 barrels in January 2020 with forecasts increasing to 4,500,000 barrels per day by 2030. Current facilities require vessel lightering to fully load a VLCC which increases cost and affects safety.

2. Scoping Process

2.1. Transition to Virtual Meetings

On March 24, 2020, the Corps issued a memorandum: *Interim Army Procedures for National Environmental Policy Act (NEPA)* in response to the coronavirus (COVID-19) pandemic. The memorandum established interim Army NEPA procedures in consideration of the COVID-19 public health emergency. These interim NEPA procedures apply to all Army NEPA proponents responsible for NEPA compliance. The memorandum directed the following actions related to public meetings and the NEPA process:

- NEPA public meetings will be transitioned to virtual meetings, postponed, or cancelled, as deemed appropriate by the Army NEPA proponent.
- Alternative means of public engagement will be implemented and documented in public participation plans. Virtual meetings may be conducted using online meeting / collaboration tools, teleconference, social media, or email, as appropriate.
- NEPA public and Federal Register notices will inform the public about these alternative participation procedures and how to obtain NEPA materials on the project web site or through the mail. Public notices will provide a contact phone number, email, website address, and mailing address.
- Project information, including, but not limited to, scoping materials, draft NEPA documents, and comment forms will be available on project websites. This includes materials normally presented at public meetings.
- Project information, including, but not limited to, scoping materials, draft NEPA documents, and comment forms will be sent through the mail as either hard copies or as printable compact discs (as requested). Mailed materials will include requested materials normally presented at public meetings and materials on the project website.

- Army NEPA proponents will ensure cooperating agencies are aware of these NEPA alternative participation procedures.

In response to this memorandum, the Corps determined that the scoping meeting for the proposed Project would be moved to a virtual platform in accordance with the above interim procedures.

2.2. Public Notification of Scoping

2.2.1. Notice of Intent

The Corps published a Notice of Intent (NOI) on the Federal Register to notify the public of the intent to prepare a draft EIS on April 9, 2020. The NOI also provided information about the proposed Project and invited the public to attend and provide comments and information to better enable the Corps to make a reasonable decision on factors that affect the public interest. A copy of the NOI is included in **Appendix A**.

2.2.2. Mailed Notices

A total of 1,640 notices to interested parties, affected property owners, and local, state, and federal elected officials were sent via mail on Thursday, May 28, 2020, announcing the public meetings in June 2020. The notices provided information about the proposed Project and invited the public to attend and provide comments and information to better enable the Corps to make a reasonable decision on factors that affect the public interest. Copies of the mailed notices are included in **Appendix A**.

2.2.3. Newspaper Notice

A public notice announcing the virtual public scoping meetings in June 2020 was published in English and Spanish as a legal advertisement in the following publications in May and June 2020.

- Aransas Pass Progress (English and Spanish) – June 3, 2020
- Corpus Christi Caller-Times – May 29, 2020

The public notice also included information about the proposed Project and information about how to access the virtual public scoping meeting. Copies of the public notices in English and Spanish are included in **Appendix A**.

2.2.4. Email Notices

A total of 674 notices were sent to interested parties and local, state, and federal elected officials via email on May 27, 2020, announcing the virtual public scoping meetings in June 2020. The notices provided information about the proposed Project and invited the public to attend and provide comments and information to better enable the Corps to make a reasonable decision on factors that affect the public interest. A copy of the email notice is included in **Appendix A**.

2.2.5. Website

A third-party website (publicinput.com/PCCA-Channel-EIS) was established in May 2020 for the virtual public scoping meeting process. The website provides overview information about the proposed Project, the virtual public scoping meeting notice, meeting date, time, and access information. Available information materials such as Frequently Asked Questions, Project

Factsheet, and informational videos about the proposed Project and the EIS process were also included on the website and are included in **Appendix B**. Additionally, the website provides information on the multiple ways of submitting comments for participants, including an online comment portal and the project phone line to submit voice and text message comments. Images of the website are included in **Appendix C**.

3. Public Scoping Meetings Summary

A series of virtual public scoping meetings, hosted by the Corps, Galveston District, for the Port of Corpus Christi Channel Deepening Project (proposed Project) EIS was held online in June 2020.

The first of this series of virtual public scoping meetings was held on Tuesday, June 9, 2020, utilizing PublicInput.com, and this virtual meeting platform encountered numerous technical problems, severely restricting public access and participation in the virtual public scoping meeting. As a result of the technical problems encountered, the Corps adjourned the meeting early and publicly acknowledged and apologized for the technical problems on the project website (publicinput.com/PCCA-Channel-EIS).

To avoid postponement of the remaining scheduled meetings, virtual scoping meetings were scheduled on an alternative virtual platform, Cisco WebEx Events. Subsequent virtual public scoping meetings were hosted utilizing Cisco WebEx Events, and an additional virtual public scoping meeting was scheduled for Monday, June 15, 2020, to make up for the technical issues experienced during the June 9, 2020, virtual public scoping meeting. In total, five virtual public scoping meetings were held, with four meetings successfully hosted on Cisco WebEx Events. The virtual public scoping meetings were on the following dates and online platforms:

- Tuesday, June 9, 2020 (hosted on PublicInput.com) at 4:00 p.m.
- Thursday, June 11, 2020 (hosted on Cisco WebEx Events) at 4:00 p.m.
- Monday, June 15, 2020 (hosted on Cisco WebEx Events) 4:00 p.m. This was an additional meeting scheduled due to online technical issues experienced during the June 9, 2020 meeting
- Tuesday, June 16, 2020 (hosted on Cisco WebEx Events) at 4:00 p.m.
- Thursday, June 18, 2020 (hosted on Cisco WebEx Events) at 4:00 p.m.

The purpose of the virtual public scoping meetings was to provide the public with information about the proposed Project and to solicit comments and information to better enable the Corps to make a reasonable decision on factors affecting the public interest.

Virtual public scoping meetings were held in lieu of a traditional in-person public scoping meetings due to the COVID-19 pandemic and the resulting federal restrictions surrounding the ability to host in-person, public scoping meetings. In consideration of the inability to hold traditional in-person, public scoping meetings and to accommodate public comments to the greatest extent practicable, the following measures were taken:

- The public comment period was extended from 30 to 90 days.
- Non-traditional means to submit comments were established, including:
 - Voicemail commenting through a project phone line (855-680-0455)
 - Text message commenting through a project phone line (855-680-0455)
 - An online comment portal on a third-party project website (publicinput.com/PCCA-Channel-EIS)

Following the technical problems encountered during the July 9, 2020 virtual public scoping meeting (hosted on PublicInput.com), four virtual public scoping meetings were held on June 11, 15, 16 and 18, via Cisco WebEx Events. Prior to the meeting, attendees were prompted to register and were asked for their first, last name, phone number, email address, if they were an elected official, and if they planned to provide a verbal comment during the commenting period. A total of 233 people attended the virtual public scoping meetings.

The virtual public scoping meetings began with opening remarks from Col. Timothy Vail of the Corps Galveston District. Following opening remarks, the meeting proceeded with a presentation of the proposed Project from the PCCA, and this presentation was followed by presentations about the EIS scoping process, the purpose and need of the proposed Project, and known environmental concerns led by Mr. Jayson Hudson, a representative of the Corps. Electronic links to view the opening remarks and presentations from PCCA and the Corps are included in **Appendix D**.

Following the formal presentation portion of the virtual public scoping meeting, attendees were invited to provide verbal comments. Attendees wishing to provide comments were required to sign up either by indicating their intent to provide a verbal comment during online meeting registration or by using the virtual “Raise Hand” feature available on the Cisco WebEx Events platform during the meeting. Attendees were called to speak in the order in which they registered. Each speaker was provided with three minutes to speak and was asked to state and spell their first and last name before speaking. Verbal comments were recorded through the Cisco WebEx Events platform and provided to a court reporter for transcription following the virtual public scoping meeting. Each meeting adjourned following the verbal commenting period. In addition to verbal comments, attendees were invited to submit comments through email, the project website, text message, or voice message.

4. Comments Received

4.1. Comment Collection Methods

All comments received during the 90-day comment period, and those received after the comment period to the extent practicable, were reviewed and considered. The comment deadline for the study was Friday, July 3, 2020. Comments were received via the following channels:

- Verbal comments were received during the formal public commenting portion of the virtual public scoping meeting.
- Comment forms were mailed to Mr. Jayson Hudson U.S. Army Corps of Engineers, Galveston District, Regulatory Branch P.O. Box 1229, Galveston, Texas 77553-1229.
- Electronic comments were received via the project email addresses at PCCA-Channel-EIS@publicinput.com and SWG201900067@usace.army.mil.
- Text message comments were received by texting 855-680-0455.
- Voice message comments were received via phone at 855-680-0455.

4.2. Comment Tabulation

A total of 192 comments were received from all the available channels. A database of comments submitted is available in **Appendix E**. Verbal comments were recorded in the public meeting transcript from the virtual public scoping meeting, available in **Appendix F**. Below is the breakdown of how many comments were collected through the commenting period from each of the available channels:

- Verbal comments – (41)
- Comments submitted through email/website comment portal (116)
- Comments submitted through mail (15)
- Comments submitted through voice message/text (19)

4.3. Comment Summary

The following list indicates the subjects identified in the 191 public comments received during the virtual scoping meeting (tally of associated comments):

- Comments addressing *alternatives* for the proposed Project (87)
 - Comments addressed finding an alternative with a lower impact to the environment to prevent storm surge.
 - Comments addressed finding alternatives that will not damage local ecosystems such as sea grasses, oyster beds, fish nurseries.
 - Comments requesting identification of all potential impacts to the environment, marine life, ecosystems and compare alternatives.
- Comments addressing *environmental* concerns (mitigation, air/water quality, erosion, endangered species, migration etc.) with the proposed Project (228)
 - Comments addressed the risk of endangered species and marine life such as, cranes, plovers, local birds, bulkheads, jetty, fish, flounder, coral etc.
 - Comments addressed concern of the air quality due to larger shipping traffic.
 - Comments expressed concern of fishing, birding, and hunting around the area.
 - Comments expressed the need to know the impact of dredged material disposal and disposal sites.
 - Comments requested a restoration plan due to impacts of the proposed Project to local ecosystems.
- Comments addressing *navigation/transportation concerns* to the proposed Project (44)
 - Comments addressed concerns of large vessels in the area and effects on boating, kayaking, beachgoers, and birdwatching.
- Comments addressing *land use, recreation, and tourism* concerns with the proposed Project (82)
 - Comments expressed concern about Port Aransas' tourism industry and the effects on the economy.
 - Comments expressed concern on the fishing industry, and safety for their communities due to the damage on the land and potential impact of storm surge from hurricanes.
- Comments addressing *public involvement* concerns with the proposed Project (91)
 - Comments addressed the inability to connect to the public scoping meeting, difficulty finding the meeting information and dialing in to comment.
 - Comments addressed the technical difficulties from having virtual meetings.
 - Comments proposed to have in-person meeting instead of virtual meetings.
- Comments addressing *noise* concerns for the proposed Project (6)
 - Comments addressed the noise pollution to nearby communities.
- Comments addressing the *purpose and need* for the proposed Project (45)
 - Comments addressed that additional documentation should be required to provide more in-depth analysis of the proposed Project and the impacts to the communities and environment.
 - Comments addressed the concern of having three permit applications.
- Comments addressing *dredging* for the proposed project (25)

- Comments expressed concern for the effects of dredging including impacts on marine life, noise pollution, low air quality, and contamination.
- Comments asked the applicant for the location of where the dredged material will be placed.
- Comments expressed concern and requested clarity on the effects of dredging and the potential risks.
- Comments addressing *safety and security* for the proposed project (10)
 - Comments addressed the PCCA being a risk for national security in the future and risk for explosions.
 - Comments expressed concerns over the possibilities of emergencies such as oil spills, health, welfare, ship collisions and vessel groundings.
 - Comments addressed the need for an emergency alert system, lighting and emergency evacuation plan in case of emergency.
- Comments addressing *permit concerns and opposition* for the proposed project (11)
 - Comments addressed concerns that the permit will lead to litigation.

5. Alternatives

The Corps evaluated information obtained from scoping, and with input submitted from Federal and state agencies and interested public, as well as data collection and analysis of environmental, socioeconomic, and engineering factors as part of development of alternatives to the proposed Project. The Corps prioritized minimization of impacts, both individually and cumulatively, to aquatic resources during both construction and operations in its development of alternatives. Using these concepts and considering avoidance and minimization to reduce impacts, the following six Project alternatives were identified.

1. **No Action Alternative:** Under the No Action Alternative, the CCSC would not be deepened to a -81 MLLW and would remain at -54 MLLW. VLCCs will continue to be partially loaded and reverse-lightered offshore. The No Action Alternative does not meet the Project purpose and need but is carried forward for detailed analysis in this EIS for comparison purposes.
2. **Channel Deepening Alternative:** This alternative consists of deepening the CCSC to -81 MLLW from the Gulf of Mexico to station 110+00 near Harbor Island, including the approximate 10-mile extension to the Entrance Channel necessary to reach sufficiently deep waters. Deepening would take place largely within the footprint of the currently authorized -54-foot MLLW channel. Dredging approximately 46.3 million cubic yards (MCY) would be required with inshore and offshore placement of the material. During our analysis, alternatives to dredge placement will be conducted on a case-by case basis. Under this alternative, only berths at Harbor Island would be capable of fully loading VLCCs. Partially loaded VLCCs at Ingleside could top off at Harbor Island thereby reducing or eliminating reverse-lightering.
3. **Offshore Alternative:** The CCSC would not be deepened to a -81 MLLW and would remain at -54 MLLW. To meet the project purpose, multiple deep-water port facilities capable of sustaining all projected oil exportation would be constructed. VLCCs would be fully loaded offshore eliminating the need to traverse the channel and reverse lighter. This alternative would also eliminate dredging of the channel and the impacts associated with dredged material placement.

4. **Combined Inshore/Offshore:** The CCSC would not be deepened to a -81 MLLW and would remain at -54 MLLW. To meet the project purpose, VLCC vessels would be partially loaded at inshore facilities in Ingleside and Harbor Island then traverse the channel to the offshore facility to be fully loaded. This alternative would eliminate the need to reverse-lighter and would also eliminate dredging of the channel and the impacts associated with dredged material placement.
5. **Houston Alternative:** This alternative consists of relocating the project to the Port of Houston. The Houston Ship Channel (HSC) is currently maintained at -45 MLLW. This alternative would either require the HSC be dredge to -81 MLLW or construct offshore facilities to eliminate reverse lightering.
6. **Brownsville Alternative:** This alternative consists of relocating the project to the Port of Brownsville. The Brownsville Ship Channel (BSC) is maintained at -42 MLLW. This alternative would require either the BSC to be dredged to -81 MLLW or construct offshore facilities to eliminate reverse lightering.

The Corps used a multi-step process to screen the range of alternatives to determine which alternatives are reasonable, practicable, and meet the Project purpose. The Project alternatives were analyzed using the following screening criteria to identify a range of reasonable alternatives: satisfaction of the overall Project purpose; practicable based on Clean Water Act Section 404(b)(1) Guidelines (technology, logistics, cost); and consideration of potential aquatic resources impacts. The alternatives screening analysis is summarized in **Table 1**.

Table 1. Comparison Summary of Alternatives

| Alternative | Carried Forward (Yes/No) | | | |
|--|---------------------------------|------------------------------------|-----------------------------------|-------------------------------|
| | Purpose and Need | Practicability - Technology | Practicability - Logistics | Practicability - Cost* |
| <i>No Action</i> | Yes | Yes | Yes | Yes |
| <i>Channel Deepening Corpus Christi</i> | Yes | Yes | Yes | Yes |
| <i>Offshore Corpus Christi</i> | Yes | Yes | Yes | Yes |
| <i>Inshore/Offshore Corpus Christi</i> | Yes | Yes | Yes | Yes |
| <i>Port of Brownsville</i> | No | No | No | No |
| <i>Port of Houston</i> | No | No | No | No |
| <i>*It is not a particular applicant's financial standing that is the primary consideration for determining practicability in regards to cost, but rather characteristics of the project and what constitutes a reasonable expense for these projects that are most relevant to practicability determinations.</i> | | | | |

6. Next Steps in the NEPA Process

The next step in the NEPA process for the proposed Project is consideration of scoping comments related to resource issues and identification of any additional data and analyses that may be required to conduct an analysis of environmental consequences on resources to develop the Draft

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INTERNAL DRAFT**

EIS (DEIS). Once the DEIS is completed, the Corps will issue a Notice of Availability (NOA) indicating that the DEIS is available for public review and comment. The DEIS will summarize the results of multiple technical reports or studies that will be relied upon to determine effects of the proposed Project. These technical reports and studies will be appended to the DEIS for review by the public. All individuals who have already expressed interest in the proposed Project either during the Public Noticing period for the DA permit application in 2018 or during scoping, will be notified either via email, regular mail or both that the DEIS is available for public review. The DEIS and appendices will be available to the public during the comment period on the Corps project website:

<https://www.swg.usace.army.mil/Business-With-Us/Regulatory/Special-Projects-Environmental-Impact-Statements/>

During the public comment period for the DEIS, the Corps will hold a public meeting to provide the public with an opportunity to provide verbal comments on the DEIS. The public meeting on the DEIS will be held in-person or virtually similar to the Scoping Meetings in June 2020. If COVID-19 pandemic considerations are in effect at the time of the public meeting, a virtual meeting will be conducted in compliance with Interim Army Procedures for NEPA (March 24, 2020), similar to the Project Scoping Meetings held in June 2020. The NOA will include information on the public meeting and how it is to be conducted.

After the conclusion of the comment period for the DEIS, the Corps will prepare the Final EIS (FEIS). Similar to the DEIS, the Corps will issue an NOA indicating that the FEIS is available for public review. It will be posted on the same Corps project website as the DEIS. Following publication of the FEIS, the Corps will decide on the DA permit for the proposed Project. The proposed timeline for these next steps is located on the Permitting Dashboard for Federal Infrastructure Projects:

<https://www.permits.performance.gov/permitting-projects/port-corpus-christi-authority-channel-deepening-project>

Appendix A

Public Notices

Notice of Intent

6. *Public Involvement*: The purpose of the public scoping process is used to determine relevant issues that will influence the scope of the environmental analysis and EIS alternatives. General concerns in the following categories have been identified to date: Waters of the U.S. including wetlands, water quality, sedimentation and erosion, hydrology and flood hazards, water rights, wildlife and aquatic species, migratory birds, threatened and endangered species, invasive species, air quality, environmental justice, socioeconomic environment, archaeological and cultural resources, navigation and recreational resources, hazardous waste and materials, public health and safety, downstream and off-site impacts, and cumulative impacts. All parties who express interest will be given an opportunity to participate in the process.

7. *Coordination*: The proposed action is being coordinated with a number of federal, state, regional, and local agencies, including the U.S. Environmental Protection Agency (a cooperating agency under NEPA), U.S. Fish and Wildlife Service, U.S. National Marine Fisheries Service, Texas Commission on Environmental Quality, Texas General Land Office, and Texas Parks and Wildlife Department.

8. *Availability of Draft EIS and Scoping*: The draft EIS is estimated to be available for public review and comment no sooner than the spring of 2021. At that time a 45-day public review period will be provided for individuals and agencies to review and comment on the DEIS.

Pete G. Perez,

Director, Programs Directorate.

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DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

[Department of the Army Permit Number SWG-2019-00067]

[Intent To Prepare an Environmental Impact Statement and Public Scoping Meeting for the Port of Corpus Christi Channel Deepening Project, Nueces and Aransas Counties, Texas]

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

ACTION: Notice of intent.

SUMMARY: The U.S. Army Corps of Engineers, Galveston District (Corps),

has received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (PCCA) (SWG-2019-00067) for the deepening of the Corpus Christi Ship Channel (CCSC). The primary Federal involvement associated with the proposed action is the discharge of dredged or fill material into waters of the United States, the construction of structures and/or work that may affect navigable waters, and ocean disposal of dredged material. Federal authorizations for the proposed project would constitute a "major federal action." Based on the potential impacts, both individually and cumulatively, the Corps intends to prepare an Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA) to render a final decision on the permit application. The Corps' decision will be to issue, issue with modification, or deny DA permits for the proposed action. The EIS will assess the potential social, economic, and environmental impacts of the proposed project and is intended to be sufficient in scope to address Federal, State and local requirements, environmental and socioeconomic issues concerning the proposed action, and permit reviews.

ADDRESSES: Written comments regarding the proposed EIS scope should be addressed to Mr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229. Individuals who would like to electronically provide comments should contact Mr. Hudson by electronic mail at: SWG201900067@usace.army.mil. Emailed comments, including attachments, should be provided in .doc, .docx, .pdf or .txt formats.

FOR FURTHER INFORMATION CONTACT: For information about this project, to be included on the mailing list for future updates and meeting announcements, or to receive a copy of the Draft EIS when it is issued, contact Mr. Jayson Hudson, at the Corps at (409) 766-3108, the email address SWG201900067@usace.army.mil, or the address provided above.

SUPPLEMENTARY INFORMATION: The Corps Galveston District intends to prepare an EIS for the proposed Port of Corpus Christi Deepening project. The proposed project is needed to accommodate transit of fully laden very large crude carriers (VLCCs) that draft approximately 70 feet. The deepening

activities would be completed within the footprint of the authorized CCSC channel width. The proposed project does not include widening the channel; however, some minor incidental widening of the channel is expected to meet side slope requirements and to maintain the stability of the channel. As part of the Department of the Army permit application process, a public notice was published on August 1, 2019. The purpose of the public notice was to initiate an early public scoping process to solicit comments and information from the public as well as state and federal agencies to better enable us to make a reasonable decision on factors affecting the public interest. All comments received to date, including those provided for review during the public notice comment period, will be considered by the Galveston District during EIS preparation.

1. *Scoping Process/Public Involvement*: The Corps invites all affected federal, state, and local agencies, affected Native American Tribes, other interested parties, and the general public to participate in the NEPA process during development of the EIS. The purpose of the public scoping process is to provide information to the public, narrow the scope of analysis to significant environmental issues, serve as a mechanism to solicit agency and public input on alternatives and issues of concern, and ensure full and open participation in scoping for the Draft EIS. To ensure that all of the issues related to this proposed project are addressed, the Corps will conduct public scoping meeting(s) in which agencies, organizations, and members of the general public are invited to present comments or suggestions with regard to the range of actions, alternatives, and potential impacts to be considered in the EIS. The scoping meeting will begin with an informal open house including a presentation of the proposed action and a description of the NEPA process. These will be held in person, or virtually, as determined by the Agency. Comments will be accepted for 14 days following the scoping meeting. Displays and other forms of information about the proposed action will be available, and the Corps and PCCA personnel will be present at the informal session to discuss the proposed project and the EIS Process. The Corps invites comments on the proposed scope and content of the EIS from all interested parties. Verbal transcribers will be available at the scoping meeting to accept verbal comments. A time limit will be imposed on verbal comments. Written comments

may be submitted prior, during, or up to 14 days after the scoping meeting. The specific dates, times, and locations of the meetings will be published in press releases, special public notices and on the Corps' project website: <https://www.swg.usace.army.mil/Business-With-Us/Regulatory/Special-Projects-Environmental-Impact-Statements/>.

2. *Project Background:* The CCSC is currently authorized by the USACE to project depths of -54 feet and -56 feet mean lower low water (MLLW) from Station 110+00 to Station -330+00 as part of the CCSC Improvement Project. The current authorized width of the CCSC is 600 feet inside the jetties and 700 feet in the entrance channel. The proposed project would deepen the channel from Station 110+00 to Station -72+50 to a maximum depth of -79 feet MLLW (-75 feet MLLW plus two feet of advanced maintenance and two feet of allowable overdredge), and from Station -72+50 to Station -330+00, the channel would be deepened to a maximum depth of -81 feet MLLW (-77 feet MLLW plus two feet of advanced maintenance and two feet of allowable overdredge). The proposed project includes a 29,000-foot extension of the CCSC from Station -330+00 to Station -620+00 to a maximum depth of -81 MLLW (-77 feet MLLW plus two feet of advanced maintenance and two feet of allowable overdredge) to reach the -80-foot MLLW bathymetric contour in the Gulf of Mexico. The proposed project would span approximately 13.8 miles from a location near the southeast side of Harbor Island to the -80-foot MLLW bathymetric contour in the Gulf of Mexico. The proposed project would cover approximately 1,778 acres, creating approximately 46 million cubic yards (MCY) of new work dredged material (17.1 MCY of clay and 29.2 MCY of sand).

The proposed project consists of the following:

Deepening a portion of the CCSC from the currently authorized depth of -54 to -56 MLLW to final constructed depths ranging from -79 to -81 feet MLLW;

Extending the existing terminus of the authorized channel an additional 29,000 feet into the Gulf of Mexico to reach the -80-foot MLLW bathymetric contour;

Expanding the existing Inner Basin at Harbor Island as necessary to accommodate VLCC turning, which includes construction of a flare transition from the CCSC within Aransas to meet the turning basin expansion;

Potential placement of new work dredged material into waters of the

United States for beneficial use sites located in and around Corpus Christi and Redfish Bays;

Potential placement of dredged material on San Jose Island for dune restoration;

Potential placement of dredged material feeder berms for beach restoration along San Jose and Mustang Islands; and

Transport of new work dredged material to the CCSC Improvement Project New Work Ocean Dredged Material Disposal Site (ODMDS).

3. *Location:* The proposed project is located within the existing channel bottom of the CCSC starting at station 110+00 near the southeast side of Harbor Island, traversing easterly through the Aransas Pass, and extending beyond the currently authorized terminus Station -330+00 an additional 29,000 feet terminating out into the Gulf of Mexico at the proposed new Terminus Station -620+00, an approximate distance of 13.8 miles, in Port Aransas, Nueces County, Texas. The project can be located on the U.S.G.S. quadrangle map entitled: Port Aransas, Texas.

4. *Purpose and Need:* To safely, efficiently, and economically export current and forecasted crude oil inventories via VLCC, a common vessel in the world fleet. Crude oil is delivered via pipeline from the Eagle Ford and Permian Basins to multiple locations at the Port of Corpus Christi. Crude Oil inventories exported at the Port of Corpus Christi have increased from 280,000 barrels per day in 2017 to 1,650,000 barrels in January 2020 with forecasts increasing to 4,500,000 barrels per day by 2030. Current facilities require vessel lightering to fully load a VLCC which increases cost and affects safety.

5. *Alternatives:* An evaluation of alternatives to PCCA's preferred alternative initially being considered includes a No Action alternative; alternatives that would avoid, minimize, and compensate for impacts to the environment within the proposed Project footprint; alternatives that would avoid, minimize, and compensate for impacts to the environment outside the footprint; alternatives using alternative practices; and other reasonable alternatives that will be developed through the Project scoping process, which may also meet the identified purpose and need.

6. *Public Involvement:* The purpose of the public scoping process is to determine relevant issues that will influence the scope of the environmental analysis and EIS alternatives. General concerns in the

following categories have been identified to date: Potential direct effects to waters of the United States including wetlands; water and sediment quality; aquatic species; air quality; socioeconomic environment; archaeological and cultural resources; recreation and recreational resources; hazardous waste and materials; aesthetics; public health and safety; navigation; ferry operations; erosion; invasive species; cumulative impacts; public benefit and needs of the people along with potential effects on the human environment. All parties who express interest will be given an opportunity to participate in the process.

7. *Coordination:* The proposed action is being coordinated with a number of Federal, State, regional and local agencies. As part of the NEPA process, the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Coast Guard will be cooperating agencies in the preparation of the EIS. The Texas Commission on Environmental Quality and the Texas Parks and Wildlife Department will be participating agencies in the preparation of the EIS.

8. *Availability of Draft EIS and Scoping:* The draft EIS is estimated to be available for public review and comment no sooner than the spring of 2021. At that time a 45-day public review period will be provided for individuals and agencies to review and comment on the DEIS.

Pete G. Perez,

Director, Programs Directorate.

[FR Doc. 2020-07313 Filed 4-6-20; 8:45 am]

BILLING CODE 3720-58-P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

Combined Notice of Filings

Take notice that the Commission has received the following Natural Gas Pipeline Rate and Refund Report filings:

Docket Number: PR20-47-000.

Applicants: Public Service Company of Colorado.

Description: Tariff filing per 284.123(b),(e)+(g): Statement of Rates 3.1.2020 to be effective 3/1/2020.

Filed Date: 3/27/2020.

Accession Number: 202003275291.

Comments Due: 5 p.m. ET 4/17/2020.

284.123(g) Protests Due: 5 p.m. ET 5/26/2020.

Public Notice

English



**US Army Corps
of Engineers®**
Galveston District
Regulatory Division

**Special Public Notice
Public Scoping Meeting for the
Port of Corpus Christi Channel Deepening Project
Environmental Impact Statement
5-27-2020**

**NOTICE OF PUBLIC SCOPING MEETING FOR PORT OF CORPUS CHRISTI
CHANNEL DEEPENING PROJECT, NUECEC AND ARANSAS COUNTIES, TEXAS
(DEPARTMENT OF THE ARMY PERMIT NUMBER SWG-2019-00067)**

PURPOSE OF PUBLIC NOTICE: To inform you that the U.S. Army Corps of Engineers, Galveston District (Corps) has scheduled a series of Public Scoping Meetings on June 9, 11, 16, and 18, 2020 for an Environmental Impact Statement (EIS), for 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.

BACKGROUND: The U.S. Army Corps of Engineers, Galveston District (Corps) received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (PCCA) (SWG-2019-00067) for the deepening of the Corpus Christi Ship Channel (CCSC). As part of the NEPA process, the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Coast Guard will be cooperating agencies in the preparation of the EIS. The Texas Commission on Environmental Quality and the Texas Parks and Wildlife Department will be participating agencies in the preparation of the EIS. The DA permit application was first advertised by a Public Notice issued August 1, 2019.

The proposed Project is located in Port Aransas, Nueces County, Texas (Latitude 27.824019 North; Longitude: 97.054338 West). The proposed Project is needed to accommodate transit of fully laden very large crude carriers (VLCCs) that draft approximately 70 feet. The deepening activities would be completed within the footprint of the authorized PCCA channel width. The proposed Project does not include widening the channel; however, some minor incidental widening of the channel is expected to meet side slope requirements and to maintain the stability of the channel.

SCOPING PROCESS/PUBLIC INVOLVEMENT: A series of virtual scoping meetings will be held online at 4:00 p.m. on June 9, 11, 16, and 18, 2020. The public meeting will be presented online to provide information about the proposed Project and to receive public input and comment on the draft EIS. Access information, instructions, an opportunity to subscribe to project updates, and additional information regarding this project will be made available prior to the virtual meeting at <https://publicinput.com/PCCA-Channel-EIS>.

The Corps invites full public participation to promote open communication on the

potential concerns surrounding the draft EIS. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged. Both oral and written statements will be accepted at the meeting through several channels including a virtual comment portal, telephone, and text message. Materials and visual depictions of the proposed Project and associated impacts will be available.

Each speaker will be given 3 minutes. Please keep your time to 3 minutes or less. If you do not need the full 3 minutes, help us to move the process along by only using the time you need. If you have additional comments that you'd like to submit beyond what you're able to address during your time allotted, please submit them in writing. Written comments are just as valid and count the same as verbal comments presented during the Public Scoping Meeting. Questions for the Port of Corpus Christi related to the proposed Project or the Corps' regulatory and Civil Works process may be submitted to the website referenced above or via email, text or the toll-free number 855-680-0455.

The public meeting will be conducted in English. Those in need of language interpreters should contact the Corps' Public Involvement consultant, Hollaway Environmental + Communications Services, Inc. (713) 868-1043, by Friday, June 5, to make arrangements. Every effort will be made to address requests.

Any comments received at the virtual public meeting will be considered by the Corps to assist in determining whether to issue, modify, condition, or deny a permit for the Project. Comments will be considered in the draft EIS analysis pursuant to NEPA and used to help determine the overall public interest of the proposed Project. All comments must be received or postmarked by Thursday, July 3, 2020, (15 calendar days following the public meeting).

ADDRESSES: Written comments regarding the proposed EIS scope should be addressed to Mr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229. Individuals who would like to electronically provide comments should contact Mr. Hudson by electronic mail at: SWG201900067@usace.army.mil. Emailed comments, including attachments, should be provided in .doc, .docx, .pdf or .txt formats.

FOR FURTHER INFORMATION CONTACT: For information about this project, to be included on the mailing list for future updates and meeting announcements, or to receive a copy of the Draft EIS when it is issued, contact Mr. Jayson Hudson, at the Corps at (409) 766-3108, the email address SWG201900067@usace.army.mil, or the address provided above.

DISTRICT ENGINEER
GALVESTON DISTRICT
CORPS OF ENGINEERS

Public Notice

Spanish



**US Army Corps
of Engineers®**

**Aviso de Reunión
Estudio Conceptual Publico para el
Proyecto de Profundizacion del
Canal de Corpus Christi
Declaración de Impacto Ambiental
5-27-2020**

**Distrito de Galveston
Programa Regulatorio**

AVISO DE REUNIÓN DE ESTUDIO CONCEPTUAL PÚBLICO PARA EL PROYECTO DE PARA EL PROYECTO DE PROFUNDIZACIÓN DEL CANAL DE CORPUS CHRISTI, EN LOS CONDADOS DE NUECES Y ARANSAS, EN TEXAS (NÚMERO DE PERMISO DEL DEPARTAMENTO DEL EJÉRCITO- SWG-2019-00067)

PROPOSITO DE AVISO PÚBLICO: Para informarle que el Cuerpo de Ingenieros del Ejército de los EE. UU. del Distrito de Galveston ha programado una serie de reuniones públicas el 9 de junio, 11 de junio, 16 de junio y 18 de junio de 2020 para una Declaración de Impacto Ambiental (EIS), por cuales podría estar interesado. También es para solicitar sus comentarios e información para permitirnos tomar una decisión razonable sobre los factores que afectan el interés público.

ANTECEDENTES: El Cuerpo de Ingenieros del Ejército de los EE. UU. (Cuerpo) del Distrito de Galveston recibió una solicitud de permiso, para un permiso del Departamento del Ejército de los EE. UU. (DA) de conformidad con la Sección 10 de la Ley de Ríos y Puertos de 1899, la Sección 404 de la Ley de Agua Limpia y la Sección 103 de la Ley de Protección Marina, Santuarios de Investigación de 1972 de la Autoridad del Puerto de Corpus Christi (PCCA) (SWG-2019-00067) para la profundización del Canal de Corpus Christi. Como parte del proceso de NEPA, la Agencia de Protección Ambiental de los Estados Unidos, la Administración Nacional Oceánica y Atmosférica, el Servicio Nacional de Pesca Marina, el Servicio de Pesca y Vida Silvestre de los Estados Unidos y la Guardia Costera de los Estados Unidos serán agencias cooperantes en la preparación de la Declaración del Impacto Ambiental (EIS). La Comisión de Calidad Ambiental de Texas y el Departamento de Parques y Vida Silvestre de Texas serán agencias participantes en la preparación del EIS. La solicitud de permiso del Departamento del Ejército (DA) fue anunciada por primera vez por un Aviso Público emitido el 1 de agosto de 2019.

El proyecto propuesto se ubica en Port Aransas, Condado de Nueces, Texas (Latitud 27.824019 Norte; Longitud: 97.054338 Oeste). El proyecto propuesto es necesario para acomodar el tránsito de buques tanque de gran tamaño (VLCC) con su carga máxima de crudo con un calado de aproximadamente 70 pies. Las actividades de profundización se completarían dentro de la huella del ancho del canal PCCA autorizado. El proyecto propuesto no incluye ampliar el canal; sin embargo, se espera que un ensanchamiento incidental menor del canal cumpla con los requisitos de pendiente lateral y mantenga la estabilidad del canal.

ESTUDIO CONCEPTUAL/PARTICIPACIÓN PÚBLICA: Una serie de reuniones de alcance virtuales se llevarán a cabo en línea los días 9 de junio, 11 de junio, 16 de junio y 18 de junio de 2020 a las 6:30 p.m. La reunión pública se presentará en línea como un evento informal de puertas abiertas para proporcionar información sobre el proyecto propuesto y recibir opiniones y comentarios del público sobre el Borrador de la Declaración de Impacto Ambiental (DEIS). La información de acceso, las instrucciones, la oportunidad de suscribirse a futuras actualizaciones del proyecto y la información adicional sobre este proyecto estarán disponibles antes de la reunión virtual en www.publicinput.com/PCCA-Channel-EIS.

El Cuerpo de Ingenieros invita a la participación pública plena para promover una comunicación abierta sobre las preocupaciones potenciales con respecto al EIS. Además, se alienta la participación de agencias federales, estatales, locales y otras organizaciones interesadas. En la reunión se aceptarán declaraciones verbales y escritas a través de varios canales, incluyendo un portal virtual de comentarios, teléfono y mensaje de texto. Se realizará una reunión virtual. Estarán disponibles presentaciones del proyecto propuesto y los impactos asociados.

Cada persona recibirá 3 minutos. Por favor, mantenga su tiempo a 3 minutos o menos. Si no necesita los 3 minutos completos, ayúdenos a mover el proceso utilizando sólo el tiempo que necesita. Si tiene comentarios adicionales que te gustaría enviar más allá de lo que puedes abordar durante el tiempo asignado, envíalos por escrito. Los comentarios escritos son igual de válidos y cuentan lo mismo que los comentarios verbales presentados durante la reunión pública de alcance. Las preguntas para el Puerto de Corpus Christi relacionadas con el proyecto propuesto o el proceso reglamentario y proceso de Obras Civiles del Cuerpo de Ingenieros pueden enviarse al sitio web al que se hace referencia anteriormente o por correo electrónico, texto o el número gratuito 855-680-0455.

La audiencia pública se llevará a cabo en inglés. Las personas que necesiten intérpretes de idiomas deben comunicarse con el consultor de Participación Pública del Cuerpo de Ingenieros, Hollaway Environmental + Communications (713) 868-1043, a más tardar el viernes 5 de junio de 2020 para hacer los arreglos. Se hará todo lo posible para atender las solicitudes.

Cualquier comentario recibido en la reunión pública virtual será considerado por el Cuerpo de Ingenieros para ayudar a determinar si se debe emitir, modificar, condicionar o negar un permiso para el proyecto. De conformidad con NEPA, los comentarios se considerarán en el EIS final y se utilizarán para ayudar a determinar el interés público general del proyecto propuesto. Todos los comentarios deben ser recibidos o tener estampado el matasellos postal a más tardar el jueves 3 de julio de 2020 (15 días de calendario después de la reunión pública).

DIRECCIONES: Las observaciones escritas sobre el alcance propuesto del EIS deben ser enviadas a Sr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229. Las personas que deseen proporcionar

comentarios electrónicamente deben ponerse en contacto con el Sr. Hudson por correo electrónico a SWG201900067@usace.army.mil. Comentarios enviados por correo electrónico, deberán de estar adjuntos en formatos de .doc, .docx, .pdf or .txt.

PARA MÁS INFORMACIÓN: Para obtener información sobre este proyecto, para ser incluido en la lista de correo para futuras actualizaciones y anuncios de reuniones, o para recibir una copia del Borrador de la Declaración de Impacto Ambiental (DEIS) cuando se emita, por favor de contactar a Sr. Jayson Hudson, en el Cuerpo de Ingenieros al (409) 766-3108, o a la dirección de correo electrónico SWG201900067@usace.army.mil, o a la dirección proporcionada anteriormente.

DISTRITO DE GALVESTON
CUERPO DE INGENIEROS DEL EJÉRCITO DE LOS EE. UU.

Public Meeting Change Letter



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

June 10, 2020

Regulatory Division

SUBJECT: Virtual Public Scoping for Permit Application: SWG-2019-00067 Port of Corpus Christi Channel Deepening Project Environmental Impact Statement

To Whom It May Concern:

Due to the restrictions on conducting large in-person meetings we scheduled a series of virtual public scoping meetings for proposed Port of Corpus Christi Channel Deepening project Environmental Impact Statement, or EIS. The goal of scoping is to solicit public input on the elements of the environment to be evaluated in the EIS and to help identify and narrow the issues to those that are significant.

We conducted our first meeting on June 9th utilizing a new technology and we are disappointed that the technology failed. For those of you who joined us, I apologize for the inconvenience. We have spoken with the Port of Corpus Christi Authority and have agreed that this meeting does not meet the intent of public involvement. We have decided to include an additional date for a public scoping meeting and have developed a new method to conduct our meetings.

The public meetings will now be presented online through Cisco Webex to provide information about the proposed Project and to receive public input and comment on the EIS. Meeting access information, instructions, and an opportunity to subscribe to project updates, as well as additional information regarding this project are available at <https://publicinput.com/PCCA-Channel-EIS>.

You may also submit written comments by July 3, 2020 directly to my staff by sending by mail to Mr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229 or by electronic mail at: SWG201900067@usace.army.mil.

Sincerely,

Joseph McMahan
Chief, Regulatory Division
Galveston District

Corpus Christi Caller-Times

Public Notice

Corpus Christi Caller-Times

Affidavit

Caller Times

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HOUSTON, TX 77007-3387

STATE OF WISCONSIN)
))
COUNTY OF BROWN)


I, being first duly sworn, upon oath depose and say that I am a legal clerk and employee of the publisher, namely, the Corpus Christi Caller-Times, a daily newspaper published at Corpus Christi in said City and State, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio, Counties, and that the publication of which the annexed is a true copy, was inserted in the Corpus Christi Caller-Times on the following dates:

05/29/2020

On this July 10, 2020, I certify that the attached document is a true and exact copy made by the publisher:



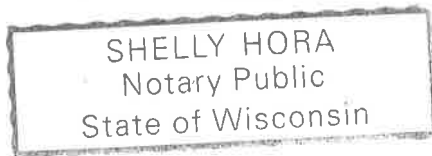
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Notary Public, State of Wisconsin, County of Brown

8-25-23

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NOTICE OF PUBLIC SCOPING MEETING FOR PORT OF CORPUS CHRISTI CHANNEL DEEPENING PROJECT, NUECEC AND ARANSAS COUNTIES, TEXAS (DEPARTMENT OF THE ARMY PERMIT NUMBER SWG-2019-00067)

PURPOSE OF PUBLIC NOTICE: To inform you that the U.S. Army Corps of Engineers, Galveston District (Corps) has scheduled a series of Public Scoping Meetings on June 9, 11, 16, and 18, 2020 for an Environmental Impact Statement (EIS), for 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.

BACKGROUND: The U.S. Army Corps of Engineers, Galveston District (Corps) received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (PCCA) (SWG-2019-00067) for the deepening of the Corpus Christi Ship Channel (CCSC). As part of the NEPA process, the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Coast Guard will be cooperating agencies in the preparation of the EIS. The Texas Commission on Environmental Quality and the Texas Parks and Wildlife Department will be participating agencies in the preparation of the EIS. The DA permit application was first advertised by a Public Notice issued August 1, 2019. The proposed Project is located in Port Aransas, Nueces County, Texas (Latitude 27.824019 North; Longitude: 97.054338 West). The proposed Project is needed to accommodate transit of fully laden very large crude carriers (VLCCs) that draft approximately 70 feet. The deepening activities would be completed within the footprint of the authorized PCCA channel width. The

proposed Project does not include widening the channel; however, some minor incidental widening of the channel is expected to meet side slope requirements and to maintain the stability of the channel.

SCOPING PROCESS/PUBLIC INVOLVEMENT: A series of virtual scoping meetings will be held online at 4:00 p.m. on June 9, 11, 16, and 18, 2020. The public meeting will be presented online to provide information about the proposed Project and to receive public input and comment on the draft EIS. Access information, instructions, an opportunity to subscribe to project updates, and additional information regarding this project will be made available prior to the virtual meeting at <https://publicinput.com/PCCA-Channel-EIS>.

The Corps invites full public participation to promote open communication on the potential concerns surrounding the draft EIS. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged. Both oral and written statements will be accepted at the meeting through several channels including a virtual comment portal, telephone, and text message. Materials and visual depictions of the proposed Project and associated impacts will be available.

Each speaker will be given 3 minutes. Please keep your time to 3 minutes or less. If you do not need the full 3 minutes, help us to move the process along by only using the time you need. If you have additional comments that you'd like to submit beyond what you're able to address during your time allotted, please submit them in writing. Written comments are just as valid and count the same as verbal comments presented during the Public Scoping Meeting. Questions for the Port of Corpus Christi related to the proposed Project or the Corps' regulatory and Civil Works process may be submitted to the website referenced above or via email, text or the toll-free number 855-680-0455.

The public meeting will be conducted in English. Those in need of language interpreters should contact the Corps' Public Involvement consultant, Hollaway Environmental + Communications Services, Inc. (713) 868-1043, by Friday, June 5, to make arrangements. Every effort will be made to address requests. Any comments received at the virtual public meeting will be considered by the Corps to assist in determining whether to issue, modify, condition, or deny a permit for the Project. Comments will be considered in the draft EIS analysis pursuant to NEPA and used to help determine the overall public interest of the proposed Project. All comments must be received or postmarked by Thursday, July 3, 2020, (15 calendar days following the public meeting).

ADDRESSES: Written comments regarding the proposed EIS scope should be addressed to Mr. Jayson Hudson, USACE, Galveston District, Regulatory

Branch, P.O. Box 1229, Galveston, Texas 77553-1229. Individuals who would like to electronically provide comments should contact Mr. Hudson by electronic mail at: SWG201900067@usaace.army.mil. Emailed comments, including attachments, should be provided in .doc, .docx, .pdf or .txt formats.

FOR FURTHER INFORMATION CONTACT: For information about this project, to be included on the mailing list for future updates and meeting announcements, or to receive a copy of the Draft EIS when it is issued, contact Mr. Jayson Hudson, at the Corps at (409) 766-3108, the email address SWG201900067@usaace.army.mil, or the address provided above.
**DISTRICT ENGINEER
GALVESTON DISTRICT
CORPS OF ENGINEERS**

Aransas Pass Progress
Public Notice - English

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Texas Commission on Environmental Quality



AMENDED NOTICE OF HEARING
 (To change hearing date and location.)
PORT OF CORPUS CHRISTI AUTHORITY OF NUECES COUNTY
 SOAH Docket No. 582-20-1895
 TCEQ Docket No. 2019-1156-IWD
 Permit No. WQ0005253000

APPLICATION.
 Port of Corpus Christi Authority of Nueces County, P.O. Box 1541, Corpus Christi, Texas 78403, which proposes to operate the Harbor Island Property - Former FINA Tank Farm, a seawater desalination facility, has applied to the Texas Commission on Environmental Quality (TCEQ) for a new permit, Texas Pollutant Discharge Elimination System (TPDES) Permit No. WQ0005253000, to authorize the discharge of water treatment wastes at a daily average flow not to exceed 95,600,000 gallons per day via Outfall 001. The TCEQ received this application on March 7, 2018.

The facility will be located adjacent to State Highway 361 just northeast of the Ferry Landing, in Nueces County, Texas 78336. As a public courtesy, we have provided the following Web page to an online map of the site or the facility's general location. The online map is not part of the application or the notice: <https://tceq.maps.arcgis.com/apps/webappviewer/index.html?id=db5bac44afbc468bbddd360f8168250f8&marker=-97.0675%2C27.845833&level=12>. For the exact location, refer to the application.

The effluent will be discharged via pipe directly to Corpus Christi Bay in Segment No. 2481 of the Bays and Estuaries. The designated uses for Segment No. 2481 are primary contact recreation, exceptional aquatic life use, and oyster waters.

In accordance with Title 30 Texas Administrative Code (TAC) Section 307.5 and TCEQ's Procedures to Implement the Texas Surface Water Quality Standards (June 2010), an antidegradation review of the receiving waters was performed. A Tier 1 antidegradation review has preliminarily determined that existing water quality uses will not be impaired by this permit action. Numerical and narrative criteria to protect existing uses will be maintained. A Tier 2 review has preliminarily determined that no significant degradation of water quality is expected in Corpus Christi Bay, which has been identified as having exceptional aquatic life use. Existing uses will be maintained and protected. The preliminary determination can be reexamined and may be modified if new information is received.

The TCEQ Executive Director reviewed this action for consistency with the Texas Coastal Management Program (CMP) goals and policies in accordance with the regulations of the General Land Office and has determined that the action is consistent with the applicable CMP goals and policies.

The TCEQ Executive Director has prepared a draft permit which, if approved, would establish the conditions under which the facility must operate. The Executive Director has made a preliminary decision that this permit, if issued, meets all statutory and regulatory requirements. The permit application, Executive Director's preliminary decision, and draft permit are available for viewing and copying at the following locations: Ed & Hazel Richmond Public Library, located at 110 N Lamont Street, Aransas Pass, Texas 78336; City Hall of Port Aransas, located at 710 W Avenue A, Port Aransas, Texas 78373; La Retama Central Library, located at 805 Comanche Street, Corpus Christi, Texas 78401; and Sinton Public Library, located at 100 N Pirate Blvd, Sinton, Texas.

CONTESTED CASE HEARING.

Considering directives to protect public health, the State Office of Administrative Hearings (SOAH) will conduct a preliminary hearing via Zoom videoconference. A Zoom meeting is a secure, free meeting held over the internet that allows video, audio, or audio/video conferencing.

10:00 a.m. – July 9, 2020

- To join the Zoom meeting via computer:
www.zoom.us/join
Meeting ID: 950-3842-5697
Password: 4eK#C8
- or
- To join the Zoom meeting via telephone:
 (346) 248-7799
Meeting ID: 950-3842-5697
Password: 669094
- or
- To join the Zoom meeting via Smart Device:
 Download the free app
Meeting ID: 950-3842-5697
Password: 4eK#C8

Additional details and methods for joining the Zoom meeting are available online in SOAH Order No. 3 at: https://www.tceq.texas.gov/assets/public/comm_exec/agendas/comm/backup/SOAH_POCCA/2019-1156-IWD-Order3.pdf

Visit the SOAH website for registration at: <http://www.soah.texas.gov/> or call SOAH at 512-475-4993.

The purpose of a preliminary hearing is to establish jurisdiction, name the parties, establish a procedural schedule for the remainder of the proceeding, allow an opportunity for settlement discussions, and to address other matters as determined by the judge. The evidentiary hearing phase of the proceeding, which will occur at a later date, will be similar to a civil trial in state district court. The hearing will address the disputed issues of fact identified in the TCEQ order concerning this application issued on November 21, 2019. In addition to these issues, the judge may consider additional issues if certain factors are met.

The hearing will be conducted in accordance with Chapter 2001, Texas Government Code; Chapter 26, Texas Water Code; and the procedural rules of the TCEQ and SOAH, including 30 TAC Chapter 80 and 1 TAC Chapter 155. The hearing will be held unless all timely hearing requests have been withdrawn or denied.

To request to be a party, you must attend the hearing and show you would be adversely affected by the application in a way not common to members of the general public. Any person may attend the hearing and request to be a party. Only persons named as parties may participate at the hearing.

In accordance with 1 Tex. Admin. Code § 155.401(a), Notice of Hearing, "Parties that are not represented by an attorney may obtain information regarding contested case hearings on the public website of the State Office of Administrative Hearings at www.soah.texas.gov, or in printed format upon request to SOAH."

INFORMATION.

If you need more information about the hearing process for this application, please call the Public Education Program, toll free, at 8006874040. General information about the TCEQ can be found at our web site at www.tceq.texas.gov.

Further information may also be obtained from Port of Corpus Christi Authority of Nueces County at the address stated above or by calling Ms. Sarah L. Garza, Director of Environmental Planning, at 361-885-6163.

Persons with disabilities who need special accommodations at the hearing should call the SOAH Docketing Department at 512-475-4993, at least one week prior to the hearing.

Issued: May 28, 2020

Bridget C. Bohac

Bridget C. Bohac, Chief Clerk
 Texas Commission on Environmental Quality

If you have a Legal notice that needs to be published, look no further. Contact us today to place your notice in our paper.



346 S. Houston • Aransas Pass
361-758-5391



US Army Corps of Engineers
 Galveston District
 Regulatory Division

Special Public Notice
Public Scoping Meeting for the
Port of Corpus Christi Channel Deepening Project
Environmental Impact Statement
5-27-2020

NOTICE OF PUBLIC SCOPING MEETING FOR PORT OF CORPUS CHRISTI CHANNEL DEEPENING PROJECT, NUECEC AND ARANSAS COUNTIES, TEXAS (DEPARTMENT OF THE ARMY PERMIT NUMBER SWG-2019-00067)

PURPOSE OF PUBLIC NOTICE: To inform you that the U.S. Army Corps of Engineers, Galveston District (Corps) has scheduled a series of Public Scoping Meetings on June 9, 11, 16, and 18, 2020 for an Environmental Impact Statement (EIS), for 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.

BACKGROUND: The U.S. Army Corps of Engineers, Galveston District (Corps) received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (PCCA) (SWG-2019-00067) for the deepening of the Corpus Christi Ship Channel (CCSC). As part of the NEPA process, the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Coast Guard will be cooperating agencies in the preparation of the EIS. The Texas Commission on Environmental Quality and the Texas Parks and Wildlife Department will be participating agencies in the preparation of the EIS. The DA permit application was first advertised by a Public Notice issued August 1, 2019.

The proposed Project is located in Port Aransas, Nueces County, Texas (Latitude 27.824019 North; Longitude: 97.054338 West). The proposed Project is needed to accommodate transit of fully laden very large crude carriers (VLCCs) that draft approximately 70 feet. The deepening activities would be completed within the footprint of the authorized PCCA channel width. The proposed Project does not include widening the channel; however, some minor incidental widening of the channel is expected to meet side slope requirements and to maintain the stability of the channel.

SCOPING PROCESS/PUBLIC INVOLVEMENT: A series of virtual scoping meetings will be held online at 4:00 p.m. on June 9, 11, 16, and 18, 2020. The public meeting will be presented online to provide information about the proposed Project and to receive public input and comment on the draft EIS. Access information, instructions, an opportunity to subscribe to project updates, and additional information regarding this project will be made available prior to the virtual meeting at <https://publicinput.com/PCCA-Channel-EIS>.

The Corps invites full public participation to promote open communication on the potential concerns surrounding the draft EIS. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged. Both oral and written statements will be accepted at the meeting through several channels including a virtual comment portal, telephone, and text message. Materials and visual depictions of the proposed Project and associated impacts will be available.

Each speaker will be given 3 minutes. Please keep your time to 3 minutes or less. If you do not need the full 3 minutes, help us to move the process along by only using the time you need. If you have additional comments that you'd like to submit beyond what you're able to address during your time allotted, please submit them in writing. Written comments are just as valid and count the same as verbal comments presented during the Public Scoping Meeting. Questions for the Port of Corpus Christi related to the proposed Project or the Corps' regulatory and Civil Works process may be submitted to the website referenced above or via email, text or the toll-free number 855-680-0455.

The public meeting will be conducted in English. Those in need of language interpreters should contact the Corps' Public Involvement consultant, Hollaway Environmental + Communications Services, Inc. (713) 868-1043, by Friday, June 5, to make arrangements. Every effort will be made to address requests.

Any comments received at the virtual public meeting will be considered by the Corps to assist in determining whether to issue, modify, condition, or deny a permit for the Project. Comments will be considered in the draft EIS analysis pursuant to NEPA and used to help determine the overall public interest of the proposed Project. All comments must be received or postmarked by Thursday, July 3, 2020, (15 calendar days following the public meeting).

ADDRESSES: Written comments regarding the proposed EIS scope should be addressed to Mr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229. Individuals who would like to electronically provide comments should contact Mr. Hudson by electronic mail at: SWG201900067@usace.army.mil. Emailed comments, including attachments, should be provided in .doc, .docx, .pdf or .txt formats.

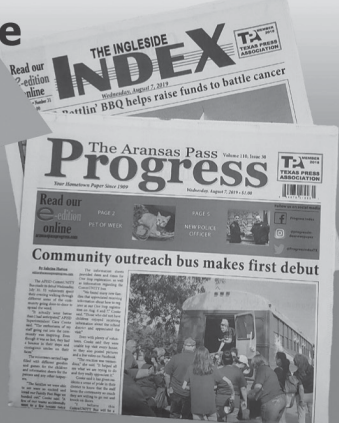
FOR FURTHER INFORMATION CONTACT: For information about this project, to be included on the mailing list for future updates and meeting announcements, or to receive a copy of the Draft EIS when it is issued, contact Mr. Jayson Hudson, at the Corps at (409) 766-3108, the email address SWG201900067@usace.army.mil, or the address provided above.

DISTRICT ENGINEER
 GALVESTON DISTRICT
 CORPS OF ENGINEERS

Aransas Pass Progress
Public Notice - Spanish

The Classifieds

Catch up on the local news!!



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www.aransaspasprogress.com
www.inglesideindex.com

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HELP WANTED

Well established plumbing company in Rockport, Texas has openings for plumber's helpers and apprentices for New Construction and Remodeling. Must pass background check. Apply at; Marbach Plumbing Co., Inc. 411 W. Market St. Rockport, Texas 361-729-9155
 TF

SEC 3 Construction Positions: Nations Construction LLC accepting applications from qualified Section 3 Residents or Businesses for positions in connection with my new multifamily construction in Aransas Pass, Tx. Applicants should contact Libby Miranda at Libby@nationsconstruction.com or 713-863-7547 for more information.
 6/3 6/10

Positions Open - Experienced Tug Boat Captain. Must have license & Radar License. Home most nights also hiring for Laborers, must be able to work out of local area. Pre-employment drug screen, pick up and drop off application in black box @ Derrick Construction 250 Cove Harbor South, Rockport Tx. 6/3

We seek an energetic, enthusiastic and well-organized person for the position of Office Administrative/Clerical part-time this is

HELP WANTED

a part-time position of 20 to 25 hours per week at \$450, depending on workload. Need to be detail-oriented, possess good customer service skills, some cash & items handling skills. Apply email: billwilliams0029@gmail.com
 6/3 6/10 6/17 6/27 7/1 7/8 7/15 7/22

Mrs. Woody Mrs. Full Time Auto Mechanic Position - • Job Category - Automotive, Mechanic, Full - Time position, Salary based on experience and knowledge • Job Description - We are looking for a skilled Auto Mechanic to maintain and repair vehicles. You will be responsible for diagnosing vehicles and making repairs. Must be a good communicator to provide advice to customers as well as maintain a professional appearance within the workplace. Also, must hard worker and motivated. • Candidate Profile - Qualification : High School Diploma Experience: 1-3 yrs. Located at 422 Ave. G. Port Aransas Tx, 78373. 361-749-4290
 6/3 6/10

Now Hiring - full time & part time positions available. Must be 18 yrs or older to apply, must be flexible, food handler card & non slip shoes required. Good-N-Crisp Ingleside 2860 Main St. 361-776-3659

HELP WANTED

6/3 6/10

GARAGE SALE

Friday and Saturday June 5 & 6 from 8 a.m. - ? located at 1215 W. DeBerry Ave. Aransas Pass 6/3

Located at 2194 W. Highland, Friday from 8-3 and Saturday from 9-2, lots of everything, household items, tools, doors, ladders, new wall art, small appliances, washer/dryer, much more.
 6/3

FOR RENT

Ingleside Housing Authority in now taking applications for 1,2 & 3 bedroom apartments. Call Monday, Wednesday and Thursday a.m. for appointment 361-776-7812
 6/3

LEGAL NOTICE

Application has been made with the Texas Alcoholic Beverage Commission for a Mixed Beverage with late hours permit by CM Lanes, Inc. dba CM Lanes Inc. to be located at 2285 W. Wheeler Ave., Aransas Pass, San Patricio County, Texas, 78336. Officers of said coporation are Julie A. Coulter, President, and Johnathon C. Coulter, Vice President.

LEGAL NOTICE

6/3

Application has been made with the Texas Alcoholic Beverage Commission for a Mixed Beverage Permit by Daniel Neill dba The Fisherman's Daughter to be located at 3714 FM 1069 unit 1, Aransas Pass, San Patricio County, Texas, 78336. Officer of said corporation are Daniel Neil, Owner.
 6/3

NOTICE OF PUBLIC SALE

household items are being sold to satisfy a landlord's lien. Sale to be held at Kenney mini Storage 1500 Kenney Lane Ingleside, Tx at 0900 on June 21, 2020. Clean up deposit is required. Seller reserves the right to withdraw the property at any time before the sale. Property includes misc household items. Please contact Todd at 361-774-3026. If anyone knows how to contact Scott Owent please contact Todd.
 6/3

The Aransas Pass ISD Board of Trustee will be taking applications to fill the place 3 board vacancy. Any interested individual may download an application from our website at www.apisd.org. Completed applications may be submitted via email to the Board President, Victor Galvan at vgal-

LEGAL NOTICE

van@apisd.org. The deadline to submit an application is Friday June 12, 2020 at noon.
 6/3

NOTICE OF PUBLIC SALE: Self-Storage Cube Contents of the

LEGAL NOTICE

following customers containing household and other goods will be sold for cash by CubeSmart 2005 W. Wheeler Ave, Aransas Pass, Tx 78336 to satisfy a lien on June 19th, 2020 at approx.

LEGAL NOTICE

9:30AM at www.storagetreasures.com: Ashley Deleon, Courtney Wright, Courtney Wright, Janet Bernal, Philip Zaayer II, Pedro Sanchez, Ashley Fuentes, Gabriel Vann,

LEGAL NOTICE

Enrique Arriola Jr., Tony Denbow, Helena Hoffman, Jennifer Brand, Rebecca Garcia, Oshaina Trejo.
 6/3 6/10



US Army Corps of Engineers

Distrito de Galveston Programa Regulatorio

Aviso de Reunión

Estudio Conceptual Público para el Proyecto de Profundización del Canal de Corpus Christi Declaración de Impacto Ambiental 5-27-2020

AVISO DE REUNIÓN DE ESTUDIO CONCEPTUAL PÚBLICO PARA EL PROYECTO DE PARA EL PROYECTO DE PROFUNDIZACIÓN DEL CANAL DE CORPUS CHRISTI, EN LOS CONDADOS DE NUECES Y ARANSAS, EN TEXAS (NÚMERO DE PERMISO DEL DEPARTAMENTO DEL EJÉRCITO- SWG-2019-00067)

PROPOSITO DE AVISO PÚBLICO: Para informarle que el Cuerpo de Ingenieros del Ejército de los EE. UU. del Distrito de Galveston ha programado una serie de reuniones públicas el 9 de junio, 11 de junio, 16 de junio y 18 de junio de 2020 para una Declaración de Impacto Ambiental (EIS), por cuales podría estar interesado. También es para solicitar sus comentarios e información para permitirnós tomar una decisión razonable sobre los factores que afectan el interés público.

ANTECEDENTES: El Cuerpo de Ingenieros del Ejército de los EE. UU. (Cuerpo) del Distrito de Galveston recibió una solicitud de permiso, para un permiso del Departamento del Ejército de los EE. UU. (DA) de conformidad con la Sección 10 de la Ley de Ríos y Puertos de 1899, la Sección 404 de la Ley de Agua Limpia y la Sección 103 de la Ley de Protección Marina, Santuarios de Investigación de 1972 de la Autoridad del Puerto de Corpus Christi (PCCA) (SWG-2019-00067) para la profundización del Canal de Corpus Christi. Como parte del proceso de NEPA, la Agencia de Protección Ambiental de los Estados Unidos, la Administración Nacional Oceánica y Atmosférica, el Servicio Nacional de Pesca Marina, el Servicio de Pesca y Vida Silvestre de los Estados Unidos y la Guardia Costera de los Estados Unidos serán agencias cooperantes en la preparación de la Declaración del Impacto Ambiental (EIS). La Comisión de Calidad Ambiental de Texas y el Departamento de Parques y Vida Silvestre de Texas serán agencias participantes en la preparación del EIS. La solicitud de permiso del Departamento del Ejército (DA) fue anunciada por primera vez por un Aviso Público emitido el 1 de agosto de 2019.

El proyecto propuesto se ubica en Port Aransas, Condado de Nueces, Texas (Latitud 27.824019 Norte; Longitud: 97.054338 Oeste). El proyecto propuesto es necesario para acomodar el tránsito de buques tanque de gran tamaño (VLCC) con su carga máxima de crudo con un calado de aproximadamente 70 pies. Las actividades de profundización se completarían dentro de la huella del ancho del canal PCCA autorizado. El proyecto propuesto no incluye ampliar el canal; sin embargo, se espera que un ensanchamiento incidental menor del canal cumpla con los requisitos de pendiente lateral y mantenga la estabilidad del canal.

ESTUDIO CONCEPTUAL/PARTICIPACIÓN PÚBLICA: Una serie de reuniones de alcance virtuales se llevarán a cabo en línea los días 9 de junio, 11 de junio, 16 de junio y 18 de junio de 2020 a las 6:30 p.m. La reunión pública se presentará en línea como un evento informal de puertas abiertas para proporcionar información sobre el proyecto propuesto y recibir opiniones y comentarios del público sobre el Borrador de la Declaración de Impacto Ambiental (DEIS). La información de acceso, las instrucciones, la oportunidad de suscribirse a futuras actualizaciones del proyecto y la información adicional sobre este proyecto estarán disponibles antes de la reunión virtual en www.publicinput.com/PCCA-Channel-EIS.

El Cuerpo de Ingenieros invita a la participación pública plena para promover una comunicación abierta sobre las preocupaciones potenciales con respecto al EIS. Además, se alienta la participación de agencias federales, estatales, locales y otras organizaciones interesadas. En la reunión se aceptarán declaraciones verbales y escritas a través de varios canales, incluyendo un portal virtual de comentarios, teléfono y mensaje de texto. Se realizará una reunión virtual. Estarán disponibles presentaciones del proyecto propuesto y los impactos asociados.

Cada persona recibirá 3 minutos. Por favor, mantenga su tiempo a 3 minutos o menos. Si no necesita los 3 minutos completos, ayúdenos a mover el proceso utilizando sólo el tiempo que necesita. Si tiene comentarios adicionales que te gustaría enviar más allá de lo que puedes abordar durante el tiempo asignado, envíalos por escrito. Los comentarios escritos son igual de válidos y cuentan lo mismo que los comentarios verbales presentados durante la reunión pública de alcance. Las preguntas para el Puerto de Corpus Christi relacionadas con el proyecto propuesto o el proceso regulatorio y proceso de Obras Civiles del Cuerpo de Ingenieros pueden enviarse al sitio web al que se hace referencia anteriormente o por correo electrónico, texto o el número gratuito 855-680-0455.

La audiencia pública se llevará a cabo en inglés. Las personas que necesitan intérpretes de idiomas deben comunicarse con el consultor de Participación Pública del Cuerpo de Ingenieros, Hollaway Environmental + Communications (713) 868-1043, a más tardar el viernes 5 de junio de 2020 para hacer los arreglos. Se hará todo lo posible para atender las solicitudes.

Cualquier comentario recibido en la reunión pública virtual será considerado por el Cuerpo de Ingenieros para ayudar a determinar si se debe emitir, modificar, condicionar o negar un permiso para el proyecto. De conformidad con NEPA, los comentarios se considerarán en el EIS final y se utilizarán para ayudar a determinar el interés público general del proyecto propuesto. Todos los comentarios deben ser recibidos o tener estampado el matasello postal a más tardar el jueves 3 de julio de 2020 (15 días de calendario después de la reunión pública).

DIRECCIONES: Las observaciones escritas sobre el alcance propuesto del EIS deben ser enviadas a Sr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229. Las personas que deseen proporcionar comentarios electrónicamente deben ponerse en contacto con el Sr. Hudson por correo electrónico a SWG201900067@usace.army.mil. Comentarios enviados por correo electrónico, deberán de estar adjuntos en formatos de .doc, .docx, .pdf or .txt.

PARA MÁS INFORMACIÓN: Para obtener información sobre este proyecto, para ser incluido en la lista de correo para futuras actualizaciones y anuncios de reuniones, o para recibir una copia del Borrador de la Declaración de Impacto Ambiental (DEIS) cuando se emita, por favor de contactar a Sr. Jayson Hudson, en el Cuerpo de Ingenieros al (409) 766-3108, o a la dirección de correo electrónico SWG201900067@usace.army.mil, o a la dirección proporcionada anteriormente.

DISTRITO DE GALVESTON
 CUERPO DE INGENIEROS DEL EJÉRCITO DE LOS EE. UU.

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 The Aransas Pass Progress 361-758-5391

REQUEST FOR PROPOSALS NOTICE OF SALE OF REAL PROPERTY

The City of Aransas Pass is accepting sealed bids for the possible sale of the following real property:

- Railroad Street, Legal Description: Property ID 12856, Aransas Pass, Block 618, Lot 5, 0.0775 acre

Sealed bids are to be received at the Office of the City Secretary on or before June 11, 2020, at 3:00 pm (CST). Proposals shall be submitted in a sealed envelope and marked as follows: City of Aransas Pass, Attn: City Secretary, RFP – PURCHASE OF REAL PROPERTY, 600 W. Cleveland, Aransas Pass, Texas 78336. A proposal package may be obtained from the City Secretary's Office, located 600 W. Cleveland, Aransas Pass, Texas, (361) 758-5301, or from the City's Website at www.aransaspassstx.gov.

ERNEST C. ALSOP, M.D., P.A.
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 ENTERPRISE MEDICAL COMPLEX
 400 Enterprise Blvd. BLDG D, Suite 1
 Rockport, Tx

Aransas Pass Progress

Affidavit

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 Hollaway Environment - Notice of Public Scoping Meeting of Corpus Christi
Hereto annexed, was published in the regular issue(s) of said newspaper once each week for
1 successive weeks.

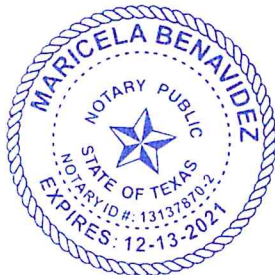
The enclosed notice was published in said newspaper on the following date(s):

June 3, 2020

JDB
(Newspaper representative's signature)

Subscribed and sworn to before me this the 14th day of July, 2020
to certify which witness my hand and seal of office.

(Seal)



Maricela Benavidez
Notary Public in and for the State of Texas

Maricela Benavidez
Print or Type Name of Notary Public

12/13/2021
My Commission Expires

Price: \$ 1225.00

Appendix B

Meeting Materials

Factsheet

CHANNEL DEEPENING PROJECT FACT SHEET

June 2020



Thank you for your interest in the Port of Corpus Christi Authority Channel Deepening Project. This Fact Sheet is intended to give you information about the U.S. Army Corps of Engineers' Environmental Impact Statement that is being prepared to support the proposed Project. We look forward to receiving your feedback.

Project Background

The U.S. Army Corps of Engineers, Galveston District (Corps) received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (PCCA) (SWG-2019-00067) for the deepening of the Corpus Christi Ship Channel. As part of the NEPA process, the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Coast Guard will be cooperating agencies in the preparation of the Environmental Impact Statement (EIS). The Texas Commission on Environmental Quality and the Texas Parks and Wildlife Department will be participating agencies in the preparation of the EIS. The DA permit application was first advertised by a Public Notice issued August 1, 2019.

The proposed Project is needed to safely, efficiently, and economically export current and forecasted crude oil inventories through the Corpus Christi Ship Channel via Very Large Crude Carriers, a common vessel in the world fleet. Crude oil is delivered via pipeline from the Eagle Ford Shale and Permian Basin to multiple locations at the Port of Corpus Christi. Crude Oil inventories exported at the Port of Corpus Christi have increased from 280,000 barrels per day in 2017 to approximately 1.6 million barrels in January 2020 with forecasts increasing to 4.5 million barrels per day by 2030. Current facilities require vessel lightening to fully load Very Large Crude Carriers which increases costs and affects safety.

Join Us for the Virtual Public Scoping Meetings

The U.S. Army Corps of Engineers, Galveston District (Corps) has scheduled a series of virtual Public Scoping Meetings for the Port of Corpus Christi Authority Channel Deepening Project Environmental Impact Statement (EIS). The public meetings will be presented online at the project website to provide information about the proposed Project and to receive public input and comment on the draft EIS. Access information, instructions, an opportunity to subscribe to project updates, and additional information regarding this project is available at the project website.

Join the Virtual Public Scoping Meetings:

June 9, 11, 16, and 18, 2020

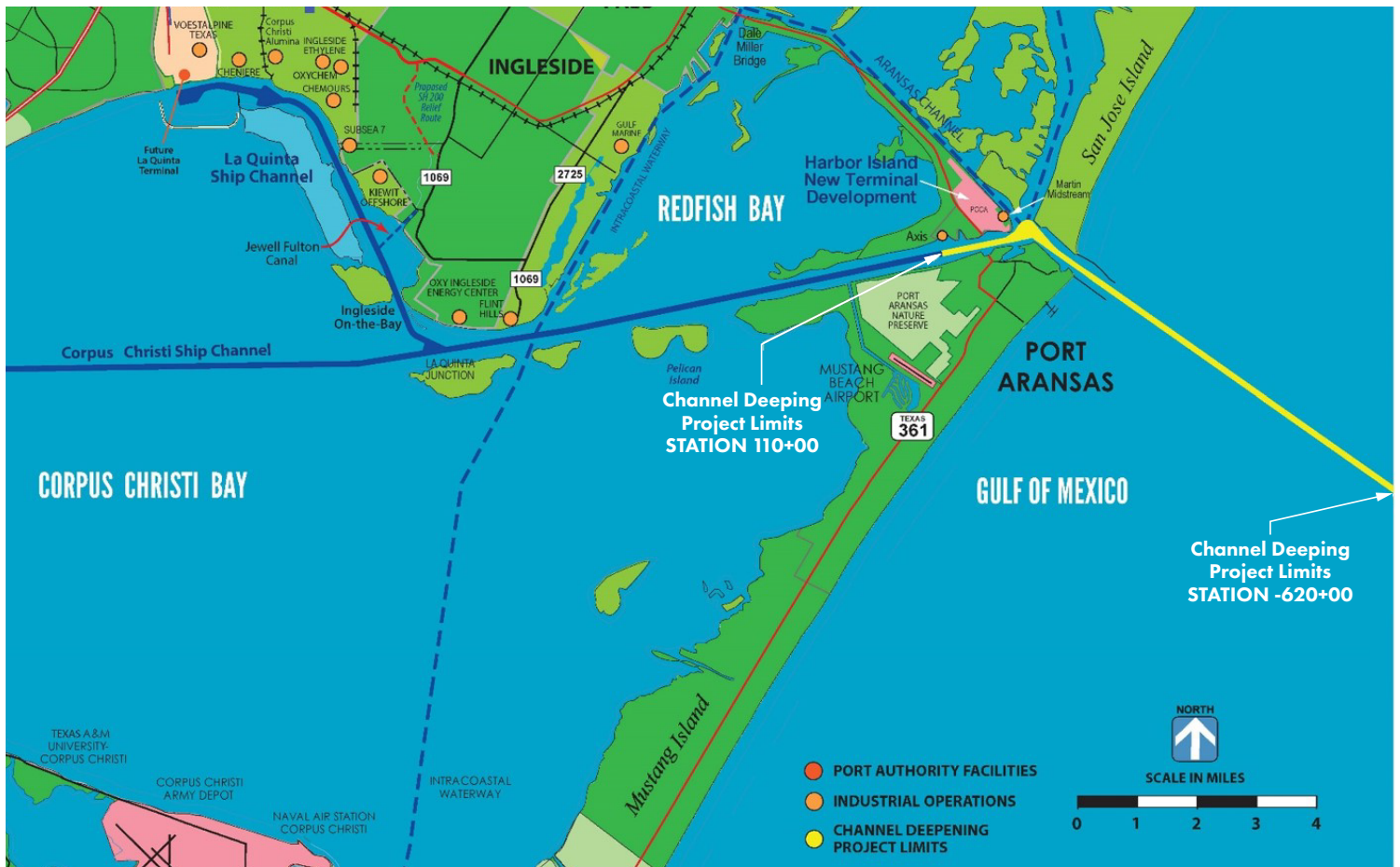
Presentations begin at 4:00 p.m.

Participate online by visiting:

www.publicinput.com/PCCA-Channel-EIS

Or participate by phone by calling 855-925-2801 (Meeting code: 8968)

Information about how to provide comments is included on Page 3.



About the Proposed Project

The proposed Project is located within the existing channel bottom of the Corpus Christi Ship Channel starting near the southeast side of Harbor Island, traversing east through the Aransas Pass, and extending into the Gulf of Mexico for an approximate distance of 13.8 miles. To address changing market needs, the proposed Project would deepen this portion of the Corpus Christi Ship Channel beyond the current authorized channel depths of -54 feet and -56 feet mean lower low water to maximum depths of -79 feet and -81 feet mean lower low water to accommodate transit of fully loaded Very Large Crude Carriers with vertical distances between the waterline and the bottom of the hull, or drafts, of approximately 70 feet. An estimated 42 million cubic yards of new work dredged material would be generated as a result of the channel deepening.

Additionally, the proposed Project includes:

- Extending the existing terminus of the authorized channel an additional 29,000 feet into the Gulf of Mexico to reach -80 mean lower low water;
- Expanding the existing Inner Basin at Harbor Island as necessary to accommodate Very Large Crude Carrier turning, including construction of a flare transition from the Corpus Christi Ship Channel with Aransas to meet the turning basin expansion;
- Potential placement of the new work dredged material into Waters of the United States for beneficial use sites located in and around Corpus Christi and Redfish Bays;

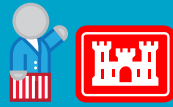
- Potential placement of dredged material on San Jose Island for dune restoration;
- Potential placement of dredged material feeder berms for beach to provide restoration along San Jose and Mustang Islands; and
- Transport of new work dredged material to the Corpus Christi New Work Ocean Dredged Material Disposal Site.

The proposed Project does not include widening the channel, as the deepening activities would be completed within the footprint of the authorized ship channel width. However, some minor incidental widening would be expected to meet the side slope requirements of the deepened channel enhancements.

An evaluation of alternatives to the proposed Project were also considered, including:

- A No Action alternative;
- Alternatives that would avoid, minimize, and compensate for impacts to the environment within the proposed Project footprint;
- Alternatives that would avoid, minimize, and compensate for impacts to the environment outside the footprint;
- Alternatives using alternative practices; and
- Other reasonable alternatives that will be developed through the EIS scoping process.

The EIS Process



U.S. Army Corps
of Engineers
(the Lead Agency)



Port of Corpus
Christi Authority
(The Applicant)



You
The Public and
Local Stakeholders

1

I am doing a project and Federal dollars or permits are involved.

My agency needs to prepare an Environmental Impact Statement (EIS).

2

I'm going to prepare an EIS, and I need your help!

Possible Noticing Methods

News EIS is Coming!

EIS is Coming!

EIS is Coming!

3

Scoping Meeting

Please consider the following:

WE ARE HERE

4

Potential Effects

Socioeconomic

Natural Environment

Air and Water Quality

Historic and Cultural

5

Here are the proposed Alternatives.

6

Here are the proposed Alternatives.

Draft EIS

No Action Alternative

Preferred Alternative

Alternative 2

Alternative 3

My comments on the DEIS are:

7

Here are the proposed Alternatives.

8

Here are the proposed Alternatives.

Final EIS

No Action Alternative

Preferred Alternative

Alternative 2

Alternative 3

I see that you included my comments in the summary.

9

Here is the Record of Decision. You'll need to follow the conditions of the USACE Permit.

USACE Permit ROD

Where are we in the EIS process?

An EIS is prepared in a series of steps. The first step, referred to as "Scoping", involves an open process where government and public comments are gathered to define issues that will be analyzed in the EIS. After the Scoping stage, the draft EIS is prepared and is then made available for public and agency review; the project team will then receive and respond to public comments on the draft EIS and prepare the final EIS in consideration of all feedback received during the EIS process. Decisions are not made in an EIS; rather, the EIS analysis serves as one of several factors decisionmakers consider. The decision is announced in the Record of Decision after the final EIS has been published.

We are currently in the Scoping stage of the EIS process. After reviewing comments and constraints identified by the public and coordinating with the appropriate federal, state, regional, and local agencies, our team will then proceed with developing alternatives for future public review in the draft EIS.

How do I participate in the EIS process?

You may participate in this process by providing comments for the Project team's consideration. Your comments will be addressed in the environmental impacts analysis to help define the scope of the EIS. The Corps encourages full public participation to promote open communication on the issues surrounding the EIS for the proposed Project. In addition, participation by federal, state, regional, and local agencies and other interested organizations is encouraged. Comments may be submitted by mail, email, text, or voicemail to:

Mr. Jayson Hudson
USACE, Galveston District, Regulatory Branch
P.O. Box 1229
Galveston, Texas 77553-1229
Email: SWG201900067@usace.army.mil
Text: 855-680-0455
Voicemail: 855-680-0455

All comments must be received or postmarked by Friday, July 3, 2020.

Introduction Video

[Port of Corpus Christi Channel Deepening
Project EIS Informational Video](#)



Frequently Asked Questions Handout

What is being studied in the Environmental Impact Statement? The Port of Corpus Christi Authority is proposing to deepen a portion of the Corpus Christi Ship Channel (CCSC) from the currently authorized depth of –54 to –56 mean lower low water (MLLW) to final constructed depths ranging from –79 to –81 feet MLLW, extend the existing terminus of the authorized channel an additional 29,000 feet into the Gulf of Mexico to reach the –81-foot MLLW bathymetric contour; and expand the existing Inner Basin at Harbor Island as necessary to accommodate VLCC turning, which includes construction of a flare transition from the CCSC within Aransas to meet the turning basin expansion. New work dredged material will be placed into waters of the United States for beneficial use sites located in and around Corpus Christi and Redfish Bays, on San Jose Island for dune restoration, in feeder berms for beach restoration along San Jose and Mustang Islands; and transported to the CCSC Improvement Project New Work Ocean Dredged Material Disposal Site (ODMDS).

Why is the proposed action needed? To safely, efficiently, and economically export current and forecasted crude oil inventories via VLCC, a common vessel in the world fleet. Crude Oil inventories exported at the Port of Corpus Christi have increased from 280,000 barrels per day in 2017 to 1,650,000 barrels in January 2020 with forecasts increasing to 4,500,000 barrels per day by 2030.

What is the U.S. Army Corps of Engineers' (Corps) relationship with the applicant? The Corps has no relationship with the applicant in regards to this project and is neither for nor against the project. The Corps has a responsibility to review the applicant's proposed project with the same objectivity as it would any permit application and make a permit decision under the Corps statutory authorities.

Is the Project already approved and going to be built? No.

What is the Corps' role in reviewing this project? The applicant has applied for authorization under Section 103 of the Marine Protection, Research, and Sanctuaries Act, Section 404 of the Clean Water Act and Sections 10 and 14 of the Rivers and Harbors Act. It is the Corps responsibility to evaluate their application and ultimately make permit decisions (approval or denial) under the Corps' authorities.

Are any other agency reviews required based on the applicant's submittal of the permit application? The permit application is subject to reviews under the Endangered Species Act, National Historic Preservation Act, Coastal Zone Management Act, Magnuson-Stevens Fisheries Conservation and Management Act, and Section 401 of the Clean Water Act – Water Quality Certification (WQC). The Corps has invited the Environmental Protection Agency, US Fish and Wildlife Service, National Marine Fisheries Service, and the U.S. Coast Guard Texas to be Cooperating Agencies on the development of the EIS. The Texas Historical Commission, Texas Parks and Wildlife, Texas General Land Office, and Texas Commission on Environmental Quality are participating agencies in these reviews.

What is Executive Order 13807 Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure? This Executive Order requires Federal agencies to process environmental reviews and authorization decisions for "major infrastructure projects" as One Federal Decision (OFD). That means that all Federal agencies with environmental review, authorization, or consultation responsibilities for major infrastructure projects to develop a single Environmental Impact Statement (EIS) for such projects, sign a

single Record of Decision (ROD) and issue all necessary permits, if authorized, within 90 days after the ROD.

What is Title 41 of the Fixing America's Surface Transportation Act (FAST41)? FAST41 establishes new procedures that standardize interagency consultation and coordination practices. FAST-41 codifies into law the use of the Permitting Dashboard to track project timelines, including qualifying actions that must be taken by lead and other federal agencies

Is the Corps studying alternatives to the proposed Action? The Corps compiles a range of alternatives to be considered that meet the overall project purpose with consideration of the applicant's objectives. The alternatives compilation will include the no action alternative, any alternatives considered by the applicant, and alternatives suggested during the scoping process.

Has the Corps determined the overall project purpose? Yes, the Corps has concluded that the overall project purpose is; "To safely, efficiently, and economically export current and forecasted crude oil inventories via Very Large Crude Carriers (VLCC), a common vessel in the world fleet. Crude oil is delivered via pipeline from the Eagle Ford and Permian Basins to multiple locations at the Port of Corpus Christi. Crude Oil inventories exported at the Port of Corpus Christi have increased from 280,000 barrels per day in 2017 to 1,650,000 barrels in January 2020 with forecasts increasing to 4,500,000 barrels per day by 2030. Current facilities require vessel lightering to fully load a VLCC which increases cost and effects safety."

Will the Corps seriously consider the No Action Alternative and what factors might lead to its selection? The Corps cannot be pre-decisional, therefore, the process will be required to analyze and consider the No Action Alternative. In the context of Corps' evaluation, the No Action Alternative constitutes denial of the permit authorization.

What is NEPA? The National Environmental Policy Act (NEPA) requires federal agencies to engage in a review process to evaluate the potential environmental and public health effects of a proposed action and to involve the public before a decision is made or construction begins.

A NEPA-mandated review must be completed before an agency makes a final decision on a proposed action. NEPA does not require the decision-maker to select the most environmentally preferable alternative, but NEPA does require that decision-makers be informed of the environmental consequences of their decisions. Analysis under NEPA should be informed by NEPA's policy goals which include assuring a safe and healthful environment for future generations.

What is Scoping? Scoping is the process of identifying the elements of the environment to be evaluated in an EIS. Scoping is intended to help identify and narrow the issues to those that are significant. Scoping includes a public comment period so that the public and other agencies can comment on key issues and concerns. Following the comment period, the Corps considers all comments received and determines the scope of review for the environmental analysis.

Is the scoping meeting a public hearing? No. A scoping meeting is not a public hearing. Public hearings have formal procedural and legal steps that differ from scoping meetings. NEPA is intended to identify and evaluate potentially significant environmental impacts and mitigation measures that could avoid, reduce, or minimize adverse environmental impacts. The EIS is an objective, comprehensive document used by agency decision-makers to inform their permitting

and other decisions. Although scoping meetings are not required by NEPA, the Corps decided to offer both agency and public meetings where people could learn more about the proposal and provide written and/or verbal comments to help inform the Draft EISs. People do not have to attend scoping meetings to submit comments – there are a variety of ways to do this and all comments are being treated equally.

What should scoping comments address? Public comments on the scope of the EIS help the Agencies determine what should be addressed in each document. Comments may address:

- A reasonable range of alternatives (identification of an alternative site for a terminal, or identification of an alternative approach to bulk material handling that achieves the proposal's objective).
- Potentially affected resources and extent of analyses (identification of natural, cultural, or community resources that will be potentially affected and the extent of study and analyses that is needed to understand the potential impacts)
- Significant unavoidable adverse impacts
- Measures to avoid, minimize, and mitigate (offset) effects of the proposal

Does it matter what method people use to comment during scoping? No. All comments are valued equally no matter what method is used. It doesn't matter if a comment is submitted online, via U.S. mail, by electronic mail, or recorded verbally. All comments are considered equal by the Corps. However, remember that only those comments submitted within the scoping period dates are considered for each Draft EIS.

What is an Environmental Impact Statement? Federal agencies prepare an EIS if a proposed major federal action is determined to significantly affect the quality of the human environment. An EIS is a detailed written statement that defines the purpose and need for a project; considers a range of reasonable alternatives (including a no action alternative); analyzes and evaluates the potential direct, indirect, and cumulative environmental impacts that may result from the Proposed Action and reasonable alternatives that meet the purpose and need; and identifies measures that may mitigate the effects of a proposed action.

An EIS includes:

- Executive Summary. A summary of the EIS, including the major conclusions, areas of controversy, and the issues to be resolved.
- Table of Contents. Assists the reader in navigating through the EIS.
- Purpose and Need Statement. Explains the reason the agency is proposing the action and what the agency expects to achieve.
- Alternatives. The EIS must consider all reasonable project alternatives that can accomplish the purpose and need of the proposed action. For all project alternatives that were eliminated, the EIS must briefly discuss the reasons why the alternative was eliminated from consideration.
- Affected Environment. Describes the environment of the area to be affected by the alternatives under consideration.

- Environmental Consequences. A discussion of the direct and indirect environmental effects and their significance.
- Mitigation. Describes measures to be taken to minimize harm from the proposed action and reasonable alternatives.
- List of Preparers. A list of the names and qualifications of the persons who were primarily responsible for preparing the EIS.
- List of Agencies, Organizations, and Persons to whom the EIS was sent.
- Index. The index focuses on areas of reasonable interest to the reader.
- Appendices (if required). Appendices provide background materials prepared in connection with the EIS.

What is the difference between a Draft EIS and a Final EIS? A Draft EIS provides the public and agency decision-makers with information on likely significant adverse environmental impacts of a proposal and alternatives and on mitigation measures to reduce impacts. Following publication of the Draft EIS, a comment period of no less than 30 days begins.

A Final EIS includes all comments received on the Draft EIS and responses from the Corps, and may include revisions to the Draft EIS based on comments received and new information learned. Publication of the Final EIS begins the minimum 30-day “wait period,” in which agencies are generally required to wait 30 days before making a final decision on a proposed action.

How will I know when the Draft EIS is issued and where will it be available? A notice of availability and a copy of the Draft EIS will be posted on the Corps’ project web site at <https://www.swg.usace.army.mil/Business-With-Us/Regulatory/Special-Projects-Environmental-Impact-Statements/>.

What is a Record of Decision (ROD)? The ROD is a concise public document that records a Federal agency’s decision(s) concerning a proposed action for which the agency has prepared an environmental impact statement. The ROD includes: 1) an explanation of the agency’s decision; 2) describes the alternatives the agency considered; and 3) discusses the agency’s plans for mitigation and monitoring, if necessary. The ROD will be provided on the Corps’ project website at <https://www.swg.usace.army.mil/Business-With-Us/Regulatory/Special-Projects-Environmental-Impact-Statements/>

What is the anticipated Schedule for the EIS? <https://publicinput.com/PCCA-Channel-EIS>

What are the opportunities for providing input? Public participation is an important part of developing an EIS under NEPA. Submitting substantive and concise comments during the scoping period is an important role the public plays in the NEPA process, and can influence the scope of analysis for the EIS.

When and how will my comments be considered in preparing the EIS? Formal requests for comment occur during two important phases of an EIS:

- During the Scoping Period, the public is asked to comment on the issues and potential impacts that should be addressed in the EIS. The public is also asked to suggest alternatives to the proposed action that should be considered for evaluation in the EIS.
- Once the Draft EIS is released for public review and comment, the public is given the opportunity to submit comments in written form via the project website and orally at public meetings on the Draft EIS. All comments submitted will be put into the record, analyzed, and considered in determining the scope and potential impacts within the EIS and in making changes to the Draft EIS during the preparation of the Final EIS. The USACE is required to prepare responses to comments submitted on the Draft EIS; comments submitted and response will be included in the Final EIS.

How can I make my comments the most effective?

- Be clear, concise, and organized. Decide what you need to say before you begin. Developing an outline, if you have a number of points, is a good idea to help you group your comments in a logical order. Jumping back and forth between several topics reduces the impact of your argument.
- Be specific. Saying that you are against a project will not have as much effect as saying why. It is always a good idea to give as much support as possible to your comments. Include as much factual information as possible. For instance, you can compare how things were, to how they are, to how you believe they will be in the future—and why. Support your statements with explanations, facts, and references, as appropriate.
- Identify possible solutions. Suggestions on reasonable mitigation (conditions to avoid, minimize, or reduce adverse impacts) may help shape a questionable project into a welcome addition to a community. After identifying your concern, whenever possible, suggest possible solutions.

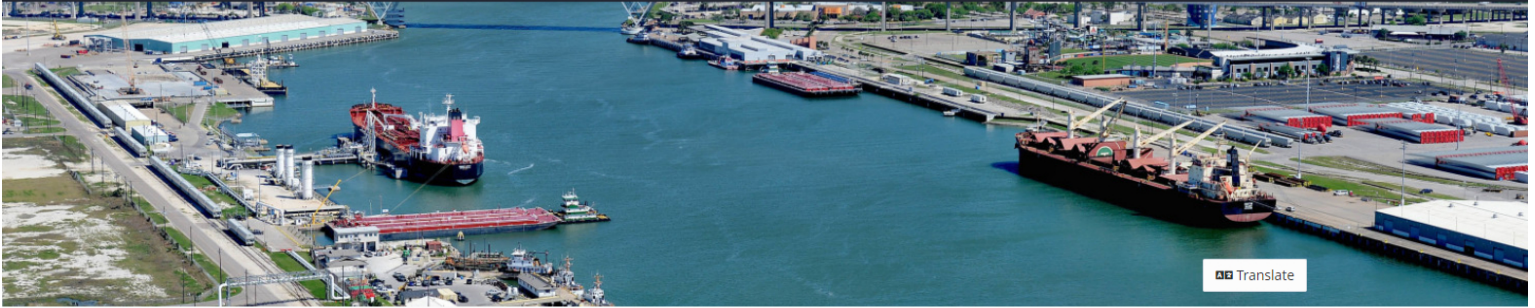
Who makes the final decision whether the proposal is approved or not? No single agency makes a final approval or disapproval for the entire proposal. The proposal will need multiple permit decisions from a variety of federal, state, and local agencies. Permit decisions by federal, state, and local agencies cannot be made until after the EIS process is complete. Each permit has its own regulatory process, timeline and requirements.

Where do I vote on the proposal? The EIS process is not a vote. NEPA is intended to identify and evaluate probable environmental impacts and for the development of mitigation measures that would reduce adverse environmental impacts. An EIS is an impartial, comprehensive document that is used by agency decision-makers for their permitting processes.

Where can more information be found regarding the EIS process? For more detailed information, please see “[A Citizen’s Guide to NEPA](#)” published by the White House Council on Environmental Quality.

Appendix C

Project Website



Translate



Port of Corpus Christi Channel Deepening EIS Project

Welcome to the Port of Corpus Christi Authority Channel Deepening EIS Project Page!

Thank you for your interest in the Port of Corpus Christi Authority Channel Deepening Project. This project website is intended to give you information about the U.S. Army Corps of Engineers, Galveston District (Corps) Environmental Impact Statement (EIS) that is being prepared to support the proposed Project. We look forward to receiving your feedback.

The proposed Project is needed to safely, efficiently, and economically export current and forecasted crude oil inventories through the Corpus Christi Ship Channel via Very Large Crude Carriers, a common vessel in the world fleet. Crude oil is delivered via pipeline from the Eagle Ford Shale and Permian Basin to multiple locations at the Port of Corpus Christi. Crude Oil inventories exported at the Port of Corpus Christi have increased from 280,000 barrels per day in 2017 to approximately 1.6 million barrels in January 2020 with forecasts increasing to 4.5 million barrels per day by 2030. Current facilities require vessel lightening to fully load Very Large Crude Carriers which increases costs and affects safety.

The Corps invites full public participation to promote open communication on the potential concerns surrounding the draft EIS.

Update Regarding the June Scoping Meetings

We conducted our first meeting on June 9th utilizing a new technology and we are disappointed that the technology failed. For those of you who joined us, we apologize for the inconvenience. We have spoken with the Port of Corpus Christi Authority and have agreed that this meeting does not meet the intent of public involvement. We have decided to include an additional date for a public scoping meeting and have developed a new method to conduct our meetings.

The public meetings will now be presented online through Cisco Webex to provide information about the proposed Project and to receive public input and comment on the EIS. Information regarding attending the remaining virtual scoping meetings can be found below:

[Click here to read a letter from the US Army Corps of Engineers.](#)

Thank you for joining us for the June 2020 Virtual Scoping Meetings

You may still provide your comments through July 3, 2020.

Get involved by submitting written comments online, emailing **PCCA-channel-EIS@publicinput.com**, texting **855-680-0455** to leave a text message, or calling **855-680-0455** to leave a voice message.

Written comments regarding the proposed EIS scope should be addressed to **Mr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229**. Individuals who would like to electronically provide comments should contact Mr. Hudson by electronic mail at: **SWG201900067@usace.army.mil**. Emailed comments, including attachments, should be provided in .doc, .docx, .pdf or .txt formats.

Home
About the Proposed Project
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Get Involved

Special Public Notice Public Scoping Meeting for the Port of Corpus Christi Channel Deepening Project

**NOTICE OF PUBLIC SCOPING MEETING FOR PORT OF CORPUS CHRISTI CHANNEL DEEPENING PROJECT, NUECEC AND ARANSAS COUNTIES, TEXAS
(DEPARTMENT OF THE ARMY PERMIT NUMBER SWG-2019-00067)**

PURPOSE OF PUBLIC NOTICE: To inform you that the U.S. Army Corps of Engineers, Galveston District (Corps) has scheduled a series of Public Scoping Meetings on June 9, 11, 16, and 18, 2020 for an Environmental Impact Statement (EIS), for 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.

JUN 11 Port of Corpus Christi Channel Deepening Project 2 of 5 (6/11/2020)

Thu, Jun 11 4:00 pm

Participate by phone: **855-680-0455**
Meeting code: 8968

Text **X441** to **855-680-0455**

Email **X441@Publicinput.com**

Past event

JUN 16 Port of Corpus Christi Channel Deepening Project 3 of 4 (6/16/2020)

Tue, Jun 16 4:00 pm

Participate by phone: **855-680-0455**
Meeting code: 8968

Text **T355** to **855-680-0455**

Email **T355@Publicinput.com**

BACKGROUND: The U.S. Army Corps of Engineers, Galveston District (Corps) received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (PCCA) (SWG-2019-00067) for the deepening of the Corpus Christi Ship Channel (CCSC). As part of the NEPA process, the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Coast Guard will be cooperating agencies in the preparation of the EIS. The Texas Commission on Environmental Quality and the Texas Parks and Wildlife Department will be participating agencies in the preparation of the EIS. The DA permit application was first advertised by a Public Notice issued August 1, 2019.

The proposed Project is located in Port Aransas, Nueces County, Texas (Latitude 27.824019 North; Longitude: 97.054338 West). The proposed Project is needed to accommodate transit of fully laden very large crude carriers (VLCCs) that draft approximately 70 feet. The deepening activities would be completed within the footprint of the authorized PCCA channel width. The proposed Project does not include widening the channel; however, some minor incidental widening of the channel is expected to meet side slope requirements and to maintain the stability of the channel.

SCOPING PROCESS/PUBLIC INVOLVEMENT: A series of virtual scoping meetings will be held [online at 4:00 p.m. on June 9, 11, 16, and 18, 2020](#). The public meeting will be presented online to provide information about the proposed Project and to receive public input and comment on the draft EIS. Access information, instructions, an opportunity to subscribe to project updates, and additional information regarding this project will be made available prior to the virtual meeting at <https://publicinput.com/PCCA-Channel-EIS>.

The Corps invites full public participation to promote open communication on the potential concerns surrounding the draft EIS. In addition, participation by Federal, State, local agencies and other interested organizations is encouraged. Both oral and written statements will be accepted at the meeting through several channels including a virtual comment portal, telephone, and text message. Materials and visual depictions of the proposed Project and associated impacts will be available.

Each speaker will be given 3 minutes. Please keep your time to 3 minutes or less. If you do not need the full 3 minutes, help us to move the process along by only using the time you need. If you have additional comments that you'd like to submit beyond what you're able to address during your time allotted, please submit them in writing. Written comments are just as valid and count the same as verbal comments presented during the Public Scoping Meeting. Questions for the Port of Corpus Christi related to the proposed Project or the Corps' regulatory and Civil Works process may be submitted to the website referenced above or via email, text or the toll-free number 855-680-0455.

The public meeting will be conducted in English. Those in need of language interpreters should contact the Corps' Public Involvement consultant, Hollaway Environmental Communications Services, Inc. (713) 868-1043, by Friday, June 5, to make arrangements. Every effort will be made to address requests.

Any comments received at the virtual public meeting will be considered by the Corps to assist in determining whether to issue, modify, condition, or deny a permit for the Project. Comments will be considered in the draft EIS analysis pursuant to NEPA and used to help determine the overall public interest of the proposed Project. All comments must be received or postmarked by Thursday, July 3, 2020, (15 calendar days following the public meeting).

ADDRESSES: Written comments regarding the proposed EIS scope should be addressed to Mr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229. Individuals who would like to electronically provide comments should contact Mr. Hudson by electronic mail at: SWG201900067@usace.army.mil. Emailed comments, including attachments, should be provided in .doc, .docx, .pdf or .txt formats.

FOR FURTHER INFORMATION CONTACT: For information about this project, to be included on the mailing list for future updates and meeting announcements, or to receive a copy of the Draft EIS when it is issued, contact Mr. Jayson Hudson, at the Corps at (409) 766-3108, the email address SWG201900067@usace.army.mil, or the address provided above.

Continue

Your meeting question or comment

Your name (optional)

Gregory Sevcik

Comment

Moderator can make my comment public

JUN

Past event

18 Port of Corpus Christi Channel Deepening Project 4 of 4 (6/18/2020)

Thu, Jun 18 4:00 pm

Text J556 to 855-680-0455

Email J556@PublicInput.com

Your meeting question or comment

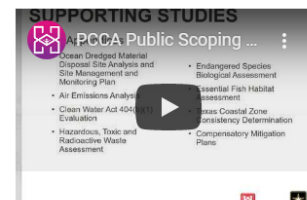
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Gregory Sevcik

Comment

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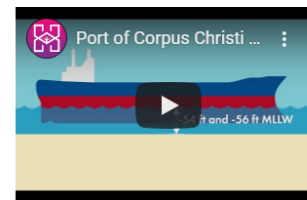
PCCA Public Scoping Meeting Presentation



PCCA Channel Deepening



PCCA Channel Deepening Project EIS Video



Spread the word





Translate



Port of Corpus Christi Channel Deepening EIS Project

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Home **About the Proposed Project** About the EIS Process Get Involved

About the Proposed Project Page

The proposed Project is located within the existing channel bottom of the Corpus Christi Ship Channel starting near the southeast side of Harbor Island, traversing east through the Aransas Pass, and extending into the Gulf of Mexico for an approximate distance of 13.8 miles. To address changing market needs, the proposed Project would deepen this portion of the Corpus Christi Ship Channel beyond the current authorized channel depths of -54 feet and -56 feet mean lower low water to maximum depths of -79 feet and -81 feet mean lower low water to accommodate transit of fully loaded Very Large Crude Carriers with vertical distances between the waterline and the bottom of the hull, or drafts, of approximately 70 feet. An estimated 42 million cubic yards of new work dredged material would be generated as a result of the channel deepening.

Additionally, the proposed Project includes:

- Extending the existing terminus of the authorized channel an additional 29,000 feet into the Gulf of Mexico to reach -80 mean lower low water;
- Expanding the existing Inner Basin at Harbor Island as necessary to accommodate Very Large

JUN 11 Port of Corpus Christi Channel Deepening Project 2 of 5 (6/11/2020)

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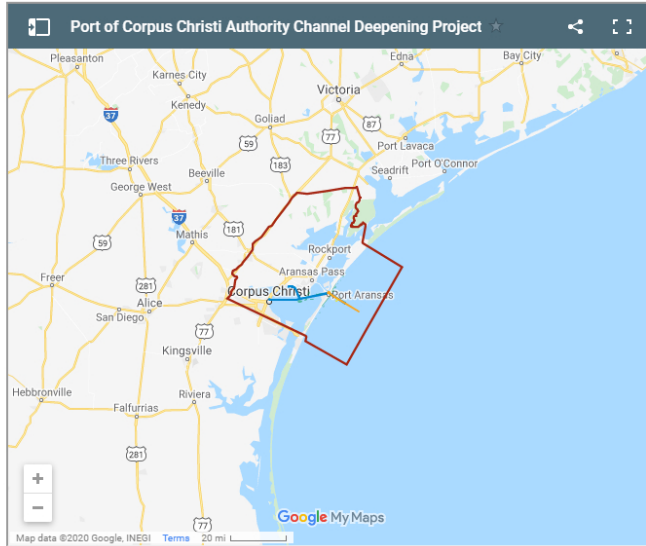
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Past event

Crude Carrier turning, including construction of a flare transition from the Corpus Christi Ship Channel with Aransas to meet the turning basin expansion;

- Potential placement of the new work dredged material into Waters of the United States for beneficial use sites located in and around Corpus Christi and Redfish Bays;
- Potential placement of dredged material on San Jose Island for dune restoration;
- Potential placement of dredged material feeder berms for beach to provide restoration along San Jose and Mustang Islands; and
- Transport of new work dredged material to the New Work Ocean Dredged Material Disposal Site.



The proposed Project does not include widening the channel, as the deepening activities would be completed within the footprint of the authorized ship channel width. However, some minor incidental widening would be expected to meet the side slope requirements of the deepened channel.

An evaluation of alternatives to the proposed Project were also considered, including:

- A No Action alternative;
- Alternatives that would avoid, minimize, and compensate for impacts to the environment within the proposed Project footprint;
- Alternatives that would avoid, minimize, and compensate for impacts to the environment outside the footprint;
- Alternatives using alternative practices; and
- Other reasonable alternatives that will be developed through the EIS scoping process

Documents

- [PCCA EIS Frequently Asked Questions.pdf](#)
- [PCCA Channel Deepening Project EIS Fact Sheet June 2020.pdf](#)
- [PCCA Public meeting change letter.pdf](#)

The Corps received a permit application for a Department of the Army (DA) Permit 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 from the Port of Corpus Christi Authority (SWG-2019-00067) for the deepening of the Corpus Christi Ship Channel. As part of the National Environmental Policy Act (NEPA) process, the U.S. Environmental Protection Agency, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, the U.S. Fish and Wildlife Service, and the U.S. Coast Guard will be cooperating agencies in the preparation of the EIS. The Texas Commission on Environmental Quality and the Texas Parks and Wildlife Department will be participating agencies in the preparation of the EIS. The DA permit application was first advertised by a Public Notice issued August 1, 2019.

Continue

Your meeting question or comment

Your name (optional)

Gregory Sevcik

Comment

Moderator can make my comment public

JUN

Past event

18 Port of Corpus Christi Channel Deepening Project 4 of 4 (6/18/2020)

Thu, Jun 18 4:00 pm

Text J556 to 855-680-0455

Email J556@PublicInput.com

Your meeting question or comment

Your name (optional)

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Comment

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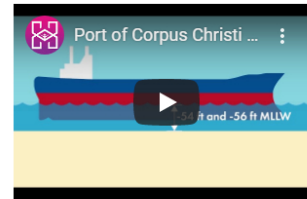
PCCA Public Scoping Meeting Presentation



PCCA Channel Deepening

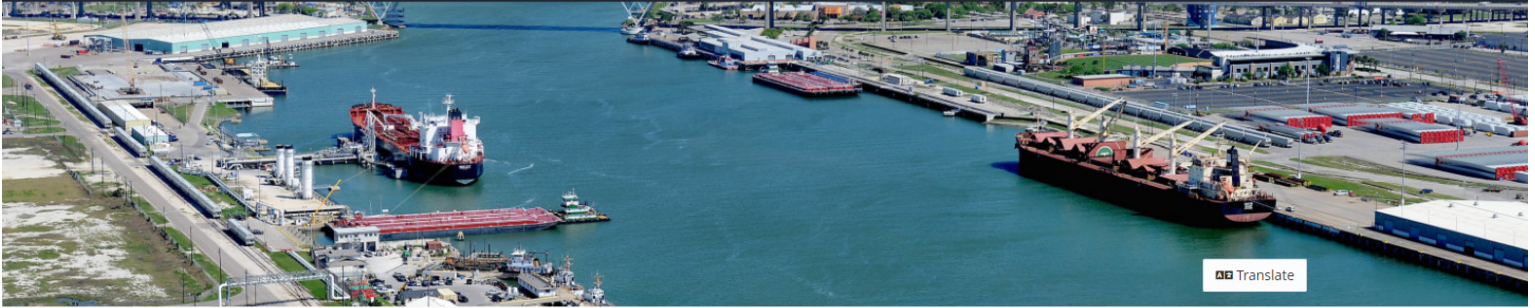


PCCA Channel Deepening Project EIS Video



Spread the word





Translate



Port of Corpus Christi Channel Deepening EIS Project

Welcome to the Port of Corpus Christi Authority Channel Deepening EIS Project Page!

Thank you for your interest in the Port of Corpus Christi Authority Channel Deepening Project. This project website is intended to give you information about the U.S. Army Corps of Engineers, Galveston District (Corps) Environmental Impact Statement (EIS) that is being prepared to support the proposed Project. We look forward to receiving your feedback.

The proposed Project is needed to safely, efficiently, and economically export current and forecasted crude oil inventories through the Corpus Christi Ship Channel via Very Large Crude Carriers, a common vessel in the world fleet. Crude oil is delivered via pipeline from the Eagle Ford Shale and Permian Basin to multiple locations at the Port of Corpus Christi. Crude Oil inventories exported at the Port of Corpus Christi have increased from 280,000 barrels per day in 2017 to approximately 1.6 million barrels in January 2020 with forecasts increasing to 4.5 million barrels per day by 2030. Current facilities require vessel lightening to fully load Very Large Crude Carriers which increases costs and affects safety.

The Corps invites full public participation to promote open communication on the potential concerns surrounding the draft EIS.

Update Regarding the June Scoping Meetings

We conducted our first meeting on June 9th utilizing a new technology and we are disappointed that the technology failed. For those of you who joined us, we apologize for the inconvenience. We have spoken with the Port of Corpus Christi Authority and have agreed that this meeting does not meet the intent of public involvement. We have decided to include an additional date for a public scoping meeting and have developed a new method to conduct our meetings.

The public meetings will now be presented online through Cisco Webex to provide information about the proposed Project and to receive public input and comment on the EIS. Information regarding attending the remaining virtual scoping meetings can be found below:

[Click here to read a letter from the US Army Corps of Engineers.](#)

Thank you for joining us for the June 2020 Virtual Scoping Meetings

You may still provide your comments through July 3, 2020.

Get involved by submitting written comments online, emailing **PCCA-channel-EIS@publicinput.com**, texting **855-680-0455** to leave a text message, or calling **855-680-0455** to leave a voice message.

Written comments regarding the proposed EIS scope should be addressed to **Mr. Jayson Hudson, USACE, Galveston District, Regulatory Branch, P.O. Box 1229, Galveston, Texas 77553-1229**. Individuals who would like to electronically provide comments should contact Mr. Hudson by electronic mail at: **SWG201900067@usace.army.mil**. Emailed comments, including attachments, should be provided in .doc, .docx, .pdf or .txt formats.

Home > About the Proposed Project > **About the EIS Process** > Get Involved >

Where are we in the EIS process?

An EIS is prepared in a series of steps. The first step, referred to as "Scoping", involves an open process where government and public comments are gathered to define issues that will be analyzed in the EIS. After the Scoping stage, the draft EIS is prepared and is then made available for public and agency review; the project team will then receive and respond to public comments on the draft EIS and prepare the final EIS in consideration of all feedback received during the EIS process. Decisions are not made in an EIS; rather, the EIS analysis serves as one of several factors decisionmakers consider. The decision is announced in the Record of Decision after the final EIS has been published.

We are currently in the Scoping stage of the EIS process. After reviewing comments and constraints identified by the public and coordinating with the appropriate federal, state, regional, and local agencies, our team will then proceed with developing alternatives for future public review in the draft EIS.



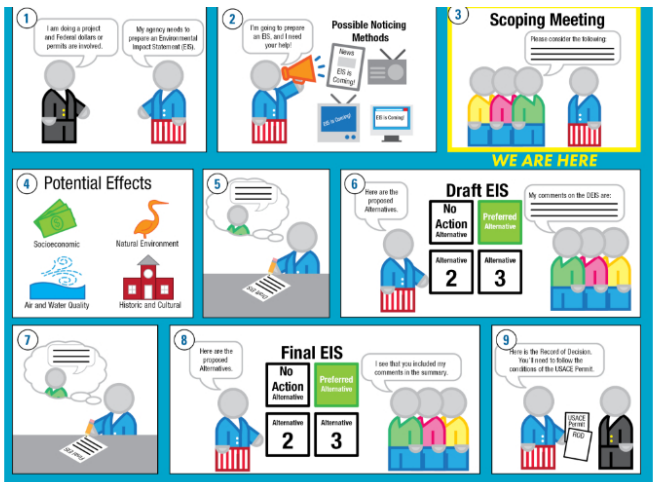
JUN 11 Port of Corpus Christi Channel Deepening Project 2 of 5 (6/11/2020)

- Thu, Jun 11 4:00 pm
- Participate by phone: **855-680-0455**
Meeting code: 8968
- Text **X441** to **855-680-0455**
- Email **X441@Publicinput.com**

JUN 16 Port of Corpus Christi Channel Deepening Project 3 of 4 (6/16/2020)

- Tue, Jun 16 4:00 pm
- Participate by phone: **855-680-0455**
Meeting code: 8968
- Text **T355** to **855-680-0455**
- Email **T355@Publicinput.com**

Past event



Continue

Your meeting question or comment

Your name (optional)
Gregory Sevcik

Comment

Moderator can make my comment public

JUN **Past event**

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PCCA Public Scoping Meeting Presentation

SUPPORTING STUDIES

PCCA Public Scoping ...

- Clean Unleaded Material
- Disposal Site Analysis and Site Management and Monitoring Plan
- Air Emissions Analysis
- Clean Water Act 404 Evaluation
- Hazardous, Toxic and Radioactive Waste Assessment
- Endangered Species Biological Assessment
- Essential Fish Habitat Assessment
- Coastal Zone Consistency Determination
- Compensatory Mitigation Plans

PCCA Channel Deepening

PCCA Channel Deepening Project

REVERSE LIGHTERING

EXISTING OPERATIONS

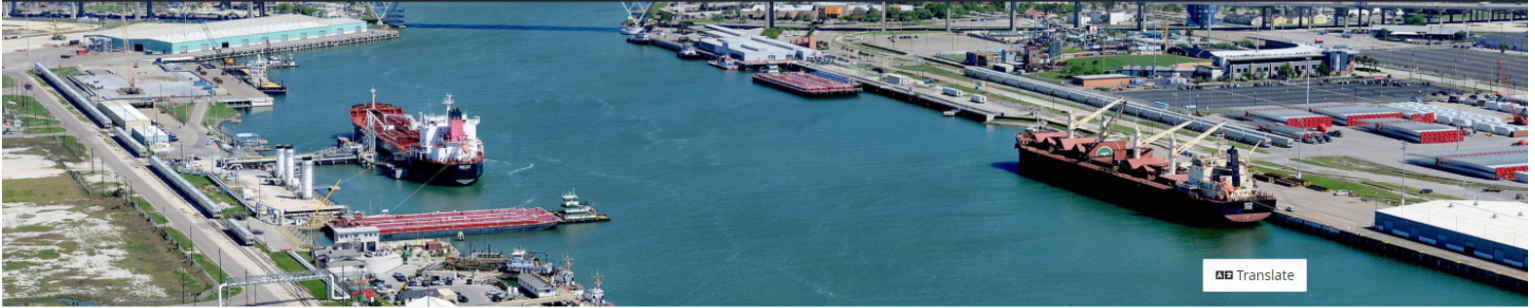
ENVIRONMENTAL STRATEGIES

PCCA Channel Deepening Project EIS Video

Port of Corpus Christi ...

50 ft and -56 ft MLLW

Spread the word



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Port of Corpus Christi Channel Deepening EIS Project

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Home > About the Proposed Project > About the EIS Process > **Get Involved**

How do I participate in the EIS process?

You may participate in this process by providing comments for the Project team's consideration. Public involvement is essential in assessing the environmental consequences of the proposed Project and improving the quality of environmental decision making. The Corps is using this meeting to receive the Public's ideas on the potential issues and impacts of the Project on the natural and human environment. These ideas will be addressed in the environmental impacts analysis to help define the scope of the EIS. In addition to these ideas, the Corps specifically seeks the public's input on the problems, opportunities, and potential alternatives that the reservoir expansion improvements may address.

The Corps encourages full public participation to promote open communication on the issues surrounding the EIS for the proposed Project. In addition, participation by federal, state, regional, and local agencies and other interested organizations is encouraged.

JUN 11 Port of Corpus Christi Channel Deepening Project 2 of 5 (6/11/2020)

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Meeting code: 8968
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- Email **T355@Publicinput.com**

Past event

How do I submit comments for the proposed Project?

All comments must be received or postmarked by Friday, July 3, 2020.

Register here to be added to the project mailing list.

First Name*

Last Name*

Email*

Phone

Address

Zip

Subscribe to updates about this topic

Submit

Your meeting question or comment

Your name (optional)

Comment

Moderator can make my comment public

JUN

Past event

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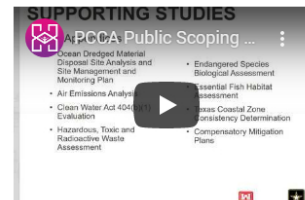
Your meeting question or comment

Your name (optional)

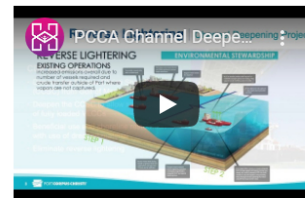
Comment

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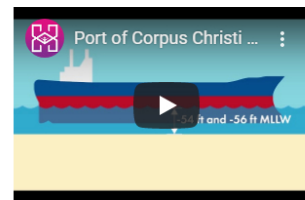
PCCA Public Scoping Meeting Presentation



PCCA Channel Deepening



PCCA Channel Deepening Project EIS Video



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Appendix D

Meeting Presentations

Video Links

PCCA Virtual Public Scoping Meeting Opening Remarks



PCCA Channel Deepening



PCCA Public Scoping Meeting Presentation



Appendix E

Comment Database

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

| Letter ID | Comment ID | Commenter | | Commenter Contact Information | Date Received | Category | Comment | Type |
|-----------|------------|-----------|------------|-------------------------------|---------------|--|--|-------|
| | | Last Name | First Name | | | | | |
| 1 | 1 | | | | 6/19/2020 | Coastal Processes | Concerned that the project is being submitted without looking at the entire project - including the terminal facility, pipeline, and tank farm. If dredging is approved and the terminal is not then there is a "ditch to nowhere". | Email |
| 1 | 2 | | | | | Public Involvement | Feel the USACE is allowing the Port to piecemeal the project and that the public meetings are only for show, that the project has already been approved at the top. | Email |
| 1 | 3 | | | | | Threatened/Endangered Species | Concerned that the participant list does not include the University of Texas Marine Science Institute, who has the most knowledge about the situation and the environmental damage that will occur. | Email |
| 1 | 4 | | | | | Alternatives | Do not support the project and want the terminal to go offshore. | Email |
| 2 | 1 | | | | 6/17/2020 | Purpose and Need | Request extensions on all applications concerning Harbor Island in the city limits of Port Aransas: SWG-2019-00067, SWG-2019-00245, and SWG-2018-00789. | Email |
| 2 | 2 | | | | | All Applicable Resources | So not support the export of oil from Harbor Island due to the environmental sensitivity at the mouth: ship channel, Aransas Channel, Channel, and Lydia Ann Channel. Concerned larval flow from the Gulf of Mexico to Redfish Bay and the health of the sport and commercial fishing industry. | Email |
| 2 | 3 | | | | | Tourism/Residential Life | Concerned about Port Aransas economy that is based solely on tourism - fishing, birding, and beach. | Email |
| 2 | 4 | | | | | Socioeconomics/Land Use/Recreation/EJ | Concerned the only beneficiaries for the deeper channel are the Port, Lone Star Ports, and Axis Misdstream while the city of Port Aransas receives nothing. Especially since the Port is tax-exempt and pays no property or sales tax to Port Aransas. | Email |
| 2 | 5 | | | | | Threatened/Endangered Species | Concerned about what would happen if an oil export facility on Harbor is damaged during a hurricane and the impact to the Redfish Bay estuary. | Email |
| 2 | 6 | | | | | HTRW | Concerned about old crude oil contamination that still exists on Harbor Island. in both soil and groundwater. | Email |
| 2 | 7 | | | | | Alternatives | Recommend someone dig into the lease agreement with the Carlyle Group and Lone Star Ports. | Email |
| 2 | 8 | | | | | Purpose and Need | Believe that the other applications (SWG-2019-00245 and SWG-2018-00789) have to be included, otherwise this application is considered incomplete according to USACE guidelines. | Email |
| 2 | 9 | | | | | Navigation/ Transportation | Impacts to traffic and ferry operations need to be looked at - traffic delays due to VLCC operations for turning, maneuvering, and docking. | Email |
| 2 | 10 | | | | | Navigation/ Transportation | Impacts to the ferry landings on both sides of the ship channel and possible undermining to the stability of those landings. | Email |
| 2 | 11 | | | | | Environmental Concerns | Impacts of oil/chemical spills in and around the Redfish Bay State Scientific area and around the ferry landings. | Email |
| 2 | 12 | | | | | Safety and Security | Emergency evacuation in the event of explosions or chemical releases must be addressed. | Email |
| 2 | 13 | | | | | Socioeconomics/Land Use/Recreation/EJ | Research needs to be conducted on the Ports overreaching projections for oil export, especially given the high/low of the Texas oil market. | Email |
| 2 | 14 | | | | | Socioeconomics/Land Use/Recreation/EJ | True projections on impacts to the tourist-based economy need to be addressed. | Email |
| 2 | 15 | | | | | All Applicable Resources | There is no mention of the desalination plan the Port plans to build, must be addressed. | Email |
| 2 | 16 | | | | | Threatened and Endangered Species | Impacts to all threatened and endangered species, as well as their habitats, along with seagrass beds and wetlands, must be factored in. | Email |
| 2 | 17 | | | | | Socioeconomics/Land Use/Recreation/EJ | Short and long-term impacts to the health and well being of Port Aransas residents. | Email |
| 3 | 1 | | | | 6/16/2020 | Purpose and Need Cumulative Impacts | Opposed to the project because it is not a stand along project. A single permit should be required for the entire project: terminal, dredging, and all ancillary impacts to waters of the US. Due to the enormous impacts of the project on the environment, a single EIS should be required to evaluate all direct, indirect, and cumulative impacts. | Email |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

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|-----------|------------|-----------|------------|-------------------------------|---------------|---|--|-------|
| | | Last Name | First Name | | | | | |
| 3 | 2 | | | | | Marine Resources/EFH | Concerned about the impact of increased turbidity on marine life and the disruption it will casue recreational fishing in the jetties; impacts of offshore channel bottoms and how that will adversely affect benthic species; and indirect impacts of facilitating the construction of a deepwater port and other bay shore developments, which will have much greater impacts. | Email |
| 4 | 1 | | | | 6/16/2020 | All Applicable Resources | Concerned about the environment if the project is permitted. | Email |
| 4 | 2 | | | | | Opposed | Is not in support of the project. | Email |
| 5 | 1 | | | | 6/15/2020 | Public Involvement | Unhappy with the vitrual scoping meetings: technology failures, comments limited to 3 minutes, no question/answer, people unable to register or get the audio to work. Feel that the USACE should reevaluate these meetings and redo the process with in-person meetings in Port Aransas. | Email |
| 5 | 2 | | | | | Public Involvement | The Port is supposed to be acting with transparency, integrity, and accountability (attached a letter from the 26th Legislature). | Email |
| 6 | 1 | | | | 6/15/2020 | Marine Resources/EFH | Concerned about the location of the project being within a vital connection between the Corpus Christi/Aransas Bay/Gulf of Mexico systems and the marine life and habitats this may impact. | Email |
| 6 | 2 | | | | | Navigation/Transportation | CCA Texas recommends that impacts of ship wake erosion on adjacent habitats within the scope of the Project be included in the EIS. | Email |
| 6 | 3 | | | | | Marine Resources/EFH | Impacts to migrating fish and larval recruitment from nearshore waters be thoroughly analyzed and studied in the development of an EIS. | Email |
| 6 | 4 | | | | | Hydrodynamic Salinity Model Marine Resources/EFH | Concerned about the projected increase in Corpus Christi Bay salinities on oyster reefs. | Email |
| 6 | 5 | | | | | All Applicable Resources | Impacts to flora and fauna adjacent to dredge placement areas within the Redfish Bay State Scientific Area must be included in the EIS. | Email |
| 6 | 6 | | | | | Purpose and Need | Inclusion of interdependent projects in the development of a singular EIS. | Email |
| 7 | 1 | | | | 6/15/2020 | Public Involvement | Would like to be added to the mailing list. | Email |
| 8 | 1 | | | | 6/15/2020 | DMMP | Commenter would like ot know where dirt from the bottom of the channel is to be placed. | Email |
| 9 | 1 | | | | 6/12/2020 | Opposed | Objects to the proposed project. | Email |
| 9 | 2 | | | | | Marine Resources/EFH Wetlands/SAV | Project would be harmful to spawning grounds of marine life in the surrounding estuaries and wetlands. | Email |
| 9 | 3 | | | | | Coastal Processes | Concerned about the flooding that would occur during a hurricane. | Email |
| 10 | 1 | | | | 6/12/2020 | Public Involvement | Expresses concern over the failed scoping meeting, pointing out the Port modified presentation from the first scoping meeting to the second with the removal of the P3s. | Email |
| 11 | 1 | | | | 6/11/2020 | Public Involvement | Expresses concern over the mode of communication for the scoping meeting. | Email |
| 11 | 2 | | | | | Opposed | Opposed to the project. | Email |
| 12 | 1 | | | | 6/11/2020 | Public Involvement | Expressed concerns regarding the virtual scoping meeting and the link not working and not meeting NEPA requirements. | Email |
| 13 | 1 | | | | 6/11/2020 | Public Involvement | Expresses concern regarding the technical difficulties during the public meeting, rescheduling without giving a 30 day notice, the time discrepancy, and it failing to meet requirements. Also state the virtual meeting forum does not meet the requirements of the disabled or underprovilged. Feels the meeting should be rescheduled for in person meetings. | Email |
| 13 | 2 | | | | | All Applicable Resources Cumulative Impacts | States the project is in danger of violating NEPA Section 101 and 102. | Email |
| 14 | 1 | | | | 6/11/2020 | Public Involvement | Called Mark Pattilo of the USACE to express concerns that the people of Port Aransas are unable to log-in to the virtual meeting you are running , meeting times have been changed, bad reception, etc. and that a physical meeting should be held. | Email |
| 15 | 1 | | | | 6/11/2020 | Public Involvement | Expressing concerns over the scoping meetings, time issue and problems and needing to add additional meetings to remedy these issues. | Email |
| 16 | 1 | | | | 6/11/2020 | Public Involvement | Expressing concerns over the scoping meetings and technical issues experienced. Requesting in person public meetings in Port Aransas. Payment by the applicant for expedited treatment, Covid-19, objection of residents, state, and federal agendies does not remove the USACEs responsibility to include the public in the process. | Email |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

| Letter ID | Comment ID | Commenter | | Commenter Contact Information | Date Received | Category | Comment | Type |
|-----------|------------|-----------|------------|-------------------------------|---------------|--|---|----------------|
| | | Last Name | First Name | | | | | |
| 17 | 1 | | | | 6/11/2020 | Alternatives | Expresses objection for this project an urges it to be taken offshore. | Email |
| 18 | 1 | | | | 6/22/2020 | Public Involvement | Voice message left expressing concern over the public meeting issues and the meetings needing to be rescheduled for in person meetings. | Voicemail/Text |
| 18 | 2 | | | | | Permit Concerns | Believes the port was able to pay the USACE to fast pace the permits and want to see if that was true or not as they have read that in some documents. | Voicemail/Text |
| 19 | 1 | | | | 6/11/2020 | Public Involvement | Expresses concerns over the public meetings and the fact that Port Aransas has very poor internet service and during peak tourism the internet infrastructure is overloaded and folks unable to get on. These meetings need to be conducted in person. | Email |
| 20 | 1 | | | | 6/10/2011 | Public Involvement | Requesting in person meeting in Port Aransas so they can attend as a citizen and comment. | Email |
| 21 | 1 | | | | 6/10/2011 | Public Involvement | Would like to be added to the mailing list. | Email |
| 22 | 1 | | | | 6/10/2020 | Public Involvement | Expresses concern regarding the technical difficulties during the public meeting and how difficult it was to find instructions for the meeting. Recommends an in person meeting in Port Aransas. | Email |
| 23 | 1 | | | | 6/8/2020 | Threatened and Endangered Species | Concerned about wakes in the shipping channel including those impacting the Turner birding center where whooping cranes nest and the transit ferry terminals. | Email |
| 23 | 2 | | | | | Socioeconomics / Land Use / Recreation / EJ | Economic impacts to Port Aransas and other surrounding communities. | Email |
| 23 | 3 | | | | | Wetlands/SAV Migratory Birds/Wildlife | Impacts to seabeds and wildlife in the channel itself. | Email |
| 23 | 4 | | | | | DMMP Coastal Processes | Disposal of dredged material. The plan to dispose of dirty material offshore to provide nourishment to the beaches is nonsense. | Email |
| 23 | 5 | | | | | Opposed | Opposed to the project. | Email |
| 24 | 1 | | | | 6/6/2020 | Marine Resources/EFH | Expresses displeasure with the project and the impacts it may have on the marine life. | Email |
| 25 | 1 | | | | 6/5/2020 | Opposed | Opposed to the project. Concerned that the construction could harm the environment in irreversible ways and that the VLCCs and oil storage could increase the possibility of a crude oil spill that would devastate the environment and tourist industry. | Email |
| 26 | 1 | | | | 6/1/2020 | Wetlands/SAV Marine Resources/EFH | Concerned about how the ecosystem would change with the project. Specifically the Redfish Bay State Scientific Area where all 5 seagrass species are found, migrating and coastal birds thrive. Afraid the VLCCs will churn up sediments and destroy seagrass. Concerned about impacts to the Port Aransas Nature Preserve. | Email |
| 26 | 2 | | | | | Hydrodynamic Salinity Modeling Larval Transport Model | Concerned about how increasing the channel depth would dramatically change the water flow within the entire bay system and affect larval transport and the migration of larval fish and crustaceans. | Email |
| 26 | 3 | | | | | Coastal Processes | Concerned about the storm surge risks increasing with the deepening of the channel, as a much greater volume of water will be moving into and out of the bays. | Email |
| 26 | 4 | | | | | Alternatives | Placement area locations are in the wrong place, threatening fishing, hunting, birding, boating, tourism and seafood production. | Email |
| 26 | 5 | | | | | Purpose and Need | Believe the multiple proposed industrial developments and channel deepening could be taken to an offshore terminal. | Email |
| 27 | 1 | | | | 5/31/2020 | Public Involvement | Expresses concern that the notices, descriptions, and drafts are not located in easily accessible libraries. Believes the Port is using Covid-19 as a way to get this stuff through without public knowledge or input. Unhappy with the virtual scoping meetings. | Email |
| 28 | 1 | | | | 5/30/2020 | Public Involvement | Would like to be added to the mailing list. | Email |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

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|-----------|------------|-----------|------------|-------------------------------|---------------|--|---|-------|
| | | Last Name | First Name | | | | | |
| 29 | 1 | | | | 5/27/2020 | Purpose and Need | This permit is linked to the Harbor Island terminal and pipeline permit and should be included as one large EIS. | Email |
| 29 | 2 | | | | | Hydrodynamic Salinity Modeling All Applicable Resources | Bay hydrology will be altered to the detriment of life cycles, habitats and function. | Email |
| 29 | 3 | | | | | Threatened and Endangered Species. | Whooping crane critical habitat will be impacted as well as other endangered species | Email |
| 29 | 4 | | | | | All Applicable Resources | The term "beneficial use of spoil" is not appropriate as it will damage seagrass, fishery, oysters, and beaches. | Email |
| 29 | 5 | | | | | Alternatives | Offshore is a better solution with little damage to the environment. | Email |
| 29 | 6 | | | | | Purpose and Need | There is no need for the deeper channel or oil export terminal as the existing inshore development at Ingleside and other offshore projects will take up all of the forecasted oil export capacity over the next 30 years. | Email |
| 29 | 7 | | | | | Navigation/Transportation | Bigger ships create bigger displacement impacts in the channel and cause additional damage to shoreline. It also creates a larger volume of water during storm surge that would add to extensive flooding in the region. | Email |
| 29 | 8 | | | | | Coastal Processes | Deepening creates vulnerability to Hurricane impacts. This location is ground zero for Cat 4 and larger storms. | Email |
| 29 | 9 | | | | | Navigation/Transportation | Concerned about accidents with bigger ships, i.e. oil spill threats to estuaries. | Email |
| 29 | 10 | | | | | Socioeconomics/Land Use/Recreation/EJ | Port Aransas is a recreation based economy, not industrial. Fishing, tourism, nature, beach, small town amenities is what drives the economy in Port A. This Permit industrializes and change forever the economic drivers for the benefit of a few companies and the Port. | Email |
| 29 | 11 | | | | | Permit Concerns | Approval of this Permit will lead to Litigation that will last for years that waste time and energy for all involved. | Email |
| 29 | 12 | | | | | Public Involvement | A virtual Public Meeting is no substitute for a in-person public meeting. | Email |
| 30 | 1 | | | | 5/27/2020 | All Applicable Resources | Concerned about the amount of additional silt that the project will create in the bays and result in negative impacts to seagrass. | Email |
| 30 | 2 | | | | | All Applicable Resources | Concerned about the possibility of a catastrophic oil spill. | Email |
| 31 | 1 | | | | 5/27/2020 | Public Involvement | Expresses concern over the virtual scoping meetings that were held and does not feel that the USACE is not inviting full public participation. Requests that the scoping meetings be in person. | Email |
| 32 | 1 | | | | 5/27/2020 | Public Involvement | Asking the USACE when the scoping meetings will be occurring. | Email |
| 33 | 1 | | | | 5/23/2020 | Marine Resources/EFH | Concerned about the potential impacts on coastal resources within and adjacent to the Aransas Pass Channel, species including oyster reefs, seagrass, migrating finfish, larval recruitment of shrimp and fish. | Email |
| 33 | 2 | | | | | Purpose and Need | This project along with the two facility projects must be considered as one project. | Email |
| 33 | 3 | | | | | Public Involvement | Request a public hearing to further address these concerns. | Email |
| 34 | 1 | | | | 5/23/2020 | Marine Resources/EFH | Concerned about the potential impacts on coastal resources within and adjacent to the Aransas Pass Channel, species including oyster reefs, seagrass, migrating finfish, larval recruitment of shrimp and fish. | Email |
| 34 | 2 | | | | | Purpose and Need | This project along with the two facility projects must be considered as one project. | Email |
| 34 | 3 | | | | | Public Involvement | Request a public hearing to further address these concerns. | Email |
| 35 | 1 | | | | 5/10/2020 | Purpose and Need | Urges the USACE to require the Port application for this project be combined with all proposed projects in the area including the two oil export terminals. | Email |
| 35 | 2 | | | | | HTRW | Concerned about contamination on Harbor Island and that it should not be disturbed. | Email |
| 35 | 3 | | | | | Public Involvement | Request several public hearings. | Email |

**Port of Corpus Christ Channel Deepening Project
Public Scoping Comment Database**

| Letter ID | Comment ID | Commenter | | Commenter Contact Information | Date Received | Category | Comment | Type |
|-----------|------------|-----------|------------|-------------------------------|---------------|--------------------------|---|--------|
| | | Last Name | First Name | | | | | |
| 36 | 1 | | | | 5/10/2020 | Purpose and Need | Urges the USACE to require the Port application for this project be combined with all proposed projects in the area including the two oil export terminals. | Letter |
| 36 | 2 | | | | | HTRW | Concerned about contamination on Harbor Island and that it should not be disturbed. | Letter |
| 36 | 3 | | | | | Public Involvement | Request several public hearings. | Letter |
| 37 | 1 | | | | 5/8/2020 | Public Involvement | The Public Scoping Meeting should be an in person meeting rather than virtual, in order to accommodate those who don't have the ability to participate via the internet, and to ensure that an adequate opportunity for participation in the NEPA process is provided to the public. | Email |
| 37 | 2 | | | | | Purpose and Need | <p>It is critical that the DEIS includes purpose and need statements are carefully written in order to clearly meet the requirements of NEPA and the Guidelines. More specifically, the purpose of the applicant's proposed action must not be defined so narrowly as to limit the consideration of alternatives. An honest consideration of alternatives is at the heart of NEPA and the Guidelines. An honest consideration of alternatives requires that the purpose not be narrowly defined.</p> <p>While I agree with the Corps (letter of February 14, 2019) that the actions described in the three separate, but related public notices, constitute a single action, and should all be assessed for purposes of NEPA compliance, I do not agree with the Corp's determination of the appropriate purpose and need statement for the proposed projects. The Corp's purpose and need statement is too narrowly defined to facilitate an alternatives analysis consistent with the intent and spirit of NEPA and the Guidelines. Only a purpose and need statement that allows for consideration of both inshore and offshore oil port alternatives, complies with the intent of NEPA and the Guidelines, in this case, in my opinion.</p> | Email |
| 37 | 3 | | | | | All Applicable Resources | EIS must fully address the potential effects of dredged material discharges on Gulf beaches and recreational waters, dunes, seagrasses in estuaries, wetlands, and receiving waters: containment effects. | Email |
| 37 | 4 | | | | | All Applicable Resources | EIS must fully address the potential changes in the physical, chemical, biological, and ecological connectivity between the Gulf of Mexico and the entire Corpus Christi Bay/Redfish Bay/Aransas Bay estuary, due to proposed dredging. This includes changes in hydrodynamics, salinity, fisheries recruitment, and storm surge risk. | Email |
| 37 | 5 | | | | | All Applicable Resources | The actions proposed under SWG-2019-00067, SWG-2018-00789, and SWG-2019-00245, will have very significant direct, indirect, and cumulative impacts on the visual quality, noise, public safety, human health, and socioeconomics of the small Port Aransas, Texas community. The DEIS should thoroughly assess these potential impacts, as well as impacts to seagrasses, wetlands, estuaries, water quality, beaches, and nearshore habitats. | Email |

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|-----------|------------|-----------|------------|-------------------------------|---------------|---|--|-------|
| | | Last Name | First Name | | | | | |
| 37 | 6 | | | | | Purpose and Need | <p>The purpose and need statement is too specific and does not describe the reason why the channel must accommodate fully laden VLCCs that draft 70 feet (from the original PN). It does not allow for the evaluation of a deeper port alternative.</p> <p>In a Corp letter to the applicant (Feb 14, 2019) that describes the applicant's stated purpose, it is not clear which two purpose statements represents the applicant's proposed purpose of the proposed project. In addition, both statements are too narrowly defined to allow for consideration of other alternatives that could facilitate the needed movement of U.S. Produced crude oil, such as an offshore port alternative.</p> <p>In addition, the Corps stated in their Feb 14, 2019 letter what they determined that the correct purpose and need is, however this purpose and need statement addresses the "piece-meal" approach taken by the applicants, I believe it too is too narrowly defined to allow for consideration of all relevant alternatives. In particular, the Corp's purpose and need statement is written narrowly in a way that excludes consideration of an offshore deepwater oil port alternative.</p> <p>The EIS should describe why the channel must accommodate fully laden VLCCs that draft approximately 70 feet. More importantly, the DEIS should frame the purpose and need more generally based on such a description, to consider whether the ultimate purpose and need could be met with other alternatives, such as an offshore, deepwater port.</p> | Email |
| 37 | 7 | | | | | Purpose and Need | Recommend the DEIS address the channel deepening and two terminal projects, as a single project. | Email |
| 37 | 8 | | | | | ODMDS HTRW Marine Resources/EFH | Need to determine whether disposal of dredged material at the ODMDS may impact benthic communities, including information regarding potential physical impacts and dredged material testing data for contaminants and contaminant effects. The DEIS should provide such assessment information, including detailed dredged material testing data. | Email |
| 37 | 9 | | | | | ODMDS HTRW Water and Sediment Quality | The PN fails to provide information needed to determine whether disposal of dredged material at the ODMDS in the Gulf of Mexico may impact beach sediment quality (grain size) and water quality (water clarity, color) on, and adjacent to, Mustang Island. The PN fails to provide information needed to determine whether disposal of dredged material in the nearshore Gulf of Mexico, just offshore of the beaches of Mustang Island, as "berms", may impact beach sediment quality and water quality there. The DEIS should provide such assessment information, including dredged material testing data (grain size). | Email |
| 37 | 10 | | | | | Water and Sediment Quality | The PN fails to include any data regarding dredged material quality or compatibility with existing beach sand. Deposition of dredged material that is incompatible with the existing beach sand could negatively affect use of the beach. To properly assess the potential impacts of the proposed project on these beaches, information on the quality of the dredged material proposed to be disposed of here (as well as information on the quality of existing beach sand) must be provided in the DEIS. | Email |
| 37 | 11 | | | | | Alternatives | Beneficial Use Site SJI - In addition to placement of (hopefully) beach quality sand to restore dunes here, recommend sand fencing and vegetative plantings using appropriate native dune plant species. The DEIS should specify the quality (grain size) of sand proposed to restore dunes here. The DEIS should include a dune restoration alternative that includes appropriate vegetative plantings and sand fencing. | Email |

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|-----------|------------|-----------|------------|-------------------------------|---------------|-------------------|--|-------|
| | | Last Name | First Name | | | | | |
| 37 | 12 | | | | | HTRW Alternatives | <p>Suitability of dredged material for disposal in aquatic environment: Containment</p> <ul style="list-style-type: none"> • Dredged material from the vicinity of Harbor Island may not be suitable for proposed discharge, given that Harbor Island has been clearly documented as being contaminated with petroleum hydrocarbons. The DEIS should provide such assessment information, including detailed dredged material testing data (contaminants, especially PAHs). The proposed project almost certainly requires additional dredged material testing as per the appropriate testing manual, and the results (including actual data) should be provided with the DEIS for review and comment by the public. • The PN references dredged material testing data that is 16 years old. Dredged material testing data that is more than 5 years old is unacceptable for use in making the decision whether dredged material disposal options proposed are acceptable, or not. In addition, if the area has experienced any oil or other chemical spills in the past 5 years, dredged material testing must have taken place more recently than the spill in order to be representative. The DEIS should include an assessment of the quality of proposed dredged material, as well as the dredged material testing data itself (in an appendix). • It is not clear whether the dredged material that was tested are representative of sediment proposed to be dredged adjacent to Harbor Island. • The DEIS should include recent dredged material testing data for areas adjacent to Harbor Island, and specifically for areas adjacent to the portion that is known to be contaminated (East of the ferry dock). The PN appears to propose unconfined disposal onto the degrading shoreline of Harbor Island, west of the ferry dock. This would appear to constitute open water unconfined disposal, and the Inland Testing Manual protocols would appear to apply. • Recommend dredged material testing data that is less than 5 years old be provided for review. | Email |
| 37 | 12 | | | | | | | |

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|-----------|------------|-----------|------------|-------------------------------|---------------|--|--|-------|
| | | Last Name | First Name | | | | | |
| 37 | 13 | | | | | Wetlands/SAV | <p>Seageass Impacts:</p> <ul style="list-style-type: none"> • The DEIS must address impacts to seagrass from dredged material disposal, directly and indirectly. Including the considerable risk of indirect impacts due to increased light attenuation due to turbidity in the water following dredged material disposal. • The applicant significantly underestimated direct, and especially, indirect impacts, to aquatic habitats from dredged material placement. The DEIS must assess and disclose estimates of impacts of dredging and dredged material disposal on seagrasses. Both direct and indirect impacts must be assessed and disclosed. Maps should be recent, and they should be recently ground-truthed. • Placement Area Site M4 appears to consist almost entirely of seagrass, most of which will be burried by dredged material. Placement Area Site SS1 appears to directly impact a high number of seagrass, but no details are provided. The DEIS must assess potential impacts to seagrass accurately with the appropriate precision. • Must address indirect impacts of dredged material disposal on seagrass including burial and the effects of increased light attenuation (e.g. turbidity). • The DEIS should include an alternative based on no dredging or dredged material disposal within 1 km of a seagrass bed, and that dredging and disposal be limited to the period between November 1 and February 28. • Because of the sensitivity of seagrasses to burial by dredged material, and to increased light attenuation due to increased TSS, I recommend that all dredged material disposal areas proposed be fully confined. • The risk of dredged material placed in unconfined areas being transported away from the disposal area and possibly to nearby seagrass should be evaluated. | Email |
| 37 | 13 | | | | | DMMP Alternatives | In addition the DEIS should identify all dredged material effluent discharge points from all disposal facilities, as well as estimates of flow rates and total suspended solids concentrations (or alternately, turbidity or light attenuation). To properly assess the likely impacts of this proposed project on seagrasses in Redfish Bay, the seagrass model (Dunton et al. 2003), should be run for all seagrasses within 1 km of the proposed dredging and discharge locations. | Email |
| 37 | 14 | | | | | Threatened and Endangered Species | Due to the projects impacts to seagrass, juvenile green sea turtles in the Port Aransas/Redfish Bay area may impacted. The DEIS needs to include data on sea turtle use of seagrass beds that would be impacted by the applicant's proposed dredged material disposal, including indirect impacts due to increased light attenuation. | Email |
| 37 | 15 | | | | | Alternatives All Applicable Resources | The DEIS should disclose estimates of the environmental benefits of "Beneficial Use". The DEIS should include assessments of potential negative impacts of dredged material disposal on Beneficial Use islands and on upland confined disposal sites. | Email |
| 37 | 16 | | | | | All Applicable Resources | The DEIS must clearly disclose the likely impacts of proposed dredged material disposal on all aquatic habitats, including emergent wetlands, tidal flats, and shallow open water habitat. | Email |

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|-----------|------------|-----------|------------|-------------------------------|---------------|------------------------------------|--|-------|
| | | Last Name | First Name | | | | | |
| 37 | 17 | | | | | DMMP Water and Sediment Quality | Dredged Material Compatibility With Existing Sediments/Soils - Data on the grain size distribution of dredged material to be placed at each site, as well as that of the native surficial sediment, should be provided for review in the DEIS. If these are different, the effects of introducing sediment with a different grain size distribution than the native sediment, should be described, and this information should be provided for review in the DEIS. | Email |
| 37 | 18 | | | | | Alternatives | Benefits of Beneficial Use - To facilitate assessments of the potential impacts and benefits of the proposed dredged material disposal at these sites, proposed disposal of dredged material here must be much clearer, and the types, and areas of habitats the dredged material is proposed to be disposed within, must be provided. The applicant's specific proposed actions on the sites needs to be clearly disclosed as well. In particular, the DEIS needs to disclose whether containment of dredged material is proposed, where it is proposed, what it is proposed to consist of, etc. | Email |
| 37 | 19 | | | | | Alternatives | Beneficial Use Site M10: It is unclear what types of estuarine aquatic habitat the applicant is proposing to create. Supporting information on compaction, dewatering, subsidence, and relative sea level rise is also required. Information regarding specific habitat type targets and corresponding dredged material elevations need to be disclosed. It is important to disclose the intended habitat targets in the DEIS, so that reviewers can evaluate whether they are proposing to use the correct type of sediment for the habitat goal they state. | Email |
| 37 | 20 | | | | | Alternatives | Why is disposal site PA9-S not proposed as beneficial use? What does "dredged material unsuitable for BU" mean? Is the applicant proposing to place contaminated dredged material here? What is the acreage of this proposed destruction of open water habitat, and potentially, seagrass? | Email |
| 37 | 21 | | | | | Alternatives | Beneficial Use Site M10: What types of estuarine aquatic habitat is the applicant proposing to create here, and how much of each? Supporting information on compaction, dewatering, subsidence, and relative sea level rise is also required for public review and comment. Finally, the PN should state the habitat goal so reviewers can evaluate whether the specific sediment type they have proposed to place here, is consistent with their stated habitat goal/target. | Email |
| 37 | 22 | | | | | Alternatives | Proposed Placement Site M4 will completely destroy a large area of seagrasses by burial with dredged material. In addition, it is unclear whether the applicant is proposing Placement Site M4 as a Beneficial Use site, or an Upland Disposal Site. It is not acceptable to apply a thin layer of dredged material onto the soil surface of a seagrass bed. | Email |
| 37 | 23 | | | | | Alternatives | It is unclear whether Placement Site SS1 is a Beneficial Use site, or an Upland Disposal Site. Sheet 15 contains conflicting and confusing information. | Email |
| 37 | 24 | | | | | Cumulative Impacts | Cumulative Impacts of Dredged Material Disposal - A complete assessment of the impacts of the proposed dredged material disposal would include an assessment of cumulative impacts of dredged material disposal on these habitats/ecosystems, which is not included in the PN. | Email |
| 37 | 25 | | | | | Mitigation | Compensatory Mitigation for Impacts to Aquatic Habitats From Dredged Material Disposal has not been proposed. It is not clear whether the proposed BU activities would fully compensate in-kind for app project impacts. A functional assessment of the impacts of all dredged material disposal, including proposed benefits at BU sites, is required to properly assess the impacts of the proposed project. Currently, it does not appear that proposed BU activities correctly compensate for the proposed project's impacts to aquatic habitats. The DEIS must disclose all this in detail, for review and comment by the public. | Email |

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|-----------|------------|-----------|------------|-------------------------------|---------------|--|--|-------|
| | | Last Name | First Name | | | | | |
| 37 | 26 | | | | | Hydrodynamic Salinity Modeling All Applicable Resources | Impacts on Connectivity Between the Estuarine and Nearshore Gulf of Mexico Ecosystems - The PN does not acknowledge likely impacts of the proposed project's dredging, to the hydrodynamics, salinity, water quality, and biology/ecology of Corpus Christi Bay, Redfish Bay, and Aransas Bay estuaries, and possibly even Upper Laguna Madre, Nueces Bay, and Copano Bays. The EIS should fully disclose the magnitude of the proposed changes to the pass, and assess all likely impacts of such changes. | Email |
| 37 | 27 | | | | | Hydrodynamic Salinity Modeling All Applicable Resources | The proposed dredging will dramatically increase the connectivity of Redfish Bay and Corpus Christi Bay, to the nearshore Gulf of Mexico and have to be acknowledged. The project would have dramatic changes in hydrodynamics of the connection of the coastal bend bays ecosystem and the Gulf which will likely cause changes in the salinity regimes of the bay system and changes to the chemistry, biology, and ecology which need to be addressed in the EIS. | Email |
| 37 | 28 | | | | | Coastal Processes All Applicable Resources | The proposed channel deepening will almost certainly cause changes in storm surges. A formal assessment of effects on storm surge needs to be done and the risks of increased storm surge to the ecology of these estuaries. | Email |
| 37 | 29 | | | | | All Applicable Resources | The risk of oil spills will increase dramatically as a result of the proposed project. This constitutes an indirect impact of the proposed channel deepening. A complete assessment of the impacts of the proposed project needs to be conducted, an assessment of the relative risk of oils spills without, vs with the proposed project, is required. Oil spills may impact seagrasses, wetlands, tidal flats, shallow water bottom habitat, benthic communities, fish, shellfish, coastal birds, sea turtles, and bottlenose dolphins. Any increase in oil spill frequency or magnitude would increase the risks to these coastal habitats and organisms accordingly. | Email |
| 37 | 30 | | | | | Air Quality | The DEIS must disclose the increase in air emissions due to the proposed project, and assess the impacts to air quality. | Email |
| 37 | 31 | | | | | Noise | The DEIS must disclose the impacts of the proposed project on noise in the surrounding community, including direct and indirect impacts. Noise from operation of the port facilities, including ships, should be considered. | Email |
| 37 | 32 | | | | | Aesthetics | The DEIS must disclose the likely changes in the visual quality in the vicinity of Harbor Island, which will result partly due to the proposed project. | Email |
| 37 | 33 | | | | | Socioeconomics/Land Use/Recreation/EJ | The DEIS must disclose the likely socioeconomic effects of the proposed project. Specifically, it will be important to assess and disclose the likely effects of the proposed project on the Port Aransas economy, particularly the tourist economy. Potential changes in property values, social cohesion, and other appropriate socioeconomic indicators should be assessed and disclosed. | Email |
| 37 | 34 | | | | | Not Applicable | In view of the Corp's comments in their letter of February 14, 2019, that the actions described in the three separate, but related public notices (SWG-2019-00067, SWG-2018-00789 & SWG-2019-00245) constitute a single action, and should all be assessed for purposes of NEPA compliance, find below my recommendations for the scoping of the EIS, which should include SWG-2018-00789 & SWG-2019-00245. Commenter provides specific recommendations for SWG-2018-00789. | Email |
| 37 | 35 | | | | | Not Applicable | In view of the Corp's comments in their letter of February 14, 2019, that the actions described in the three separate, but related public notices (SWG-2019-00067, SWG-2018-00789 & SWG-2019-00245) constitute a single action, and should all be assessed for purposes of NEPA compliance, find below my recommendations for the scoping of the EIS, which should include SWG-2018-00789 & SWG-2019-00245. Commenter provides specific recommendations for SWG-2019-00245. | Email |

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| | | Last Name | First Name | | | | | |
| 38 | 1 | | | | 5/5/2020 | Public Involvement | Asking the USACE when the scoping meetings will be occurring. | Email |
| 39 | 1 | | | | 5/4/2020 | Socioeconomics/Land Use/Recreation/EJ | Commenter fully supports the permit application and the Ports efforts to prioritize protection of our waterways – while contributing to local, regional and national economic growth – through the development of projects. The ability to fully load VLCCs near the entrance to the Corpus Christi Ship Channel will go a long way to improving safety and the efficiency of water-borne freight movements. This project will aid in bolstering national energy security through the growth of U.S. crude exports as well as decreasing the national trade deficit. | Email |
| 40 | 1 | | | | 4/29/2020 | Public Involvement | Urges the USACE to have the scoping meeting in person so affected citizens can attend. | Email |
| 40 | 2 | | | | | Purpose and Need | Urges the USACE to require the Port application for this project be combined with all proposed projects in the area including the two oil export terminals. | Email |
| 40 | 3 | | | | | Cumulative Impacts | The cumulative impacts of all of the proposed projects must be considered. | Email |
| 40 | 4 | | | | | HTRW | Concerned about the contamination on Harbor Island caused by leaking storage tanks. | Email |
| 41 | 1 | | | | 4/26/2020 | All Applicable Resources | Dredging will harm the wetlands, water and sediment quality, aquatic species, air quality, environment, recreation, create hazardous waste, aesthetics of my backyard, public health and safety, navigation, ferry operation, erosion, and public benefits. | Email |
| 41 | 2 | | | | | Alternatives | Believes the VLCC could be located offshore not in the narrow Ship Channel. | Email |
| 42 | 1 | | | | 4/21/2020 | Cultural Resources | Requesting information on if this project will be close to the USS Lexington NHL. USACE responded with a link to where the project locations are. | Email |
| 43 | 1 | | | | 4/20/2020 | DMMP Marine Resources/EFH | Concerned about the amount of time the dredging process takes and the disturbance to marine life are immeasurable and where will the dredged material created go? | Email |
| 43 | 2 | | | | | All Applicable Resources | Want all the issues and effects to people, plants, marine life addressed to the fullest extent. | Email |
| 43 | 3 | | | | | Alternatives | If the loading facility was built offshore these entire conversations would be avoided. | Email |
| 44 | 1 | | | | | All Applicable Resources | Concerned about silt and mud that dredging for the project may create and how that will impact the environment. | Email |
| 44 | 2 | | | | | All Applicable Resources | The Port has not done enough environmental studies on the impacts and many people | Email |
| 44 | 3 | | | | | Alternatives | Commenter wants the project moved offshore. | Email |
| 45 | 1 | | | | 4/11/2020 | Alternatives | Commenter wants the terminal to be placed offshore as a monobouy. | Email |
| 45 | 2 | | | | | All Applicable Resources | Concerned about the problems that dredging creates: suspension of particulates in the water, disposal of spoil, and an utterly changed tidal dynamic, in this case at the funnel end of an estuarine system that is critically vital to the fishery. | Email |
| 45 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | Concerned about the threat to the fishery impacting fishing and tourism. | Email |
| 45 | 4 | | | | | All Applicable Resources | Concerned about accidents or an oil spill at Harbor Island and how that could impact their town and fishery. | Email |
| 46 | 1 | | | | 4/11/2020 | Alternatives | Concerned that the project will be greenlighted because of the money the Port has dispite scientific evidence. | Email |

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| | | Last Name | First Name | | | | | |
| 46 | 2 | | | | | Alternatives | Does not think the port has given any thought to more sensible alternatives such as offshore. Believes the offshore system deserves serious consideration. | Email |
| 46 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | Concerned about the safety and life for communities that surround Harbor Island and that the project would kill tourism. | Email |
| 46 | 4 | | | | | Marine Resources/EFH | Concerned about impacts to commercial and recreational fisheries. | Email |
| 46 | 5 | | | | | Coastal Processes | Concerned about the following inshore issues if the project moves forward: Extreme tides | Email |
| 46 | 6 | | | | | Marine Resources/EFH Larval Transport Model | Close proximity to fragile estuaries and larvae/fish transport channels into the bay | Email |
| 46 | 7 | | | | | Marine Resources/EFH Larval From Model | Spills only seconds away from estuaries, impossible to cleanup. | Email |
| 46 | 8 | | | | | All Applicable Resources | Huge impacts from dredging and management dredging. | Email |
| 46 | 9 | | | | | Navigation/Transportation | Location in highly congested area, i.e. ferries, ships, barges, and recreational vessels. | Email |
| 46 | 10 | | | | | Threatened and Endangered Species Migratory Birds/Wildlife Resources | Proximity to wildlife and endangered species. | Email |
| 46 | 11 | | | | | Coastal Processes | Dumping of 38.8 million cubic yards of dredged clay and sand on our beaches. | Email |
| 47 | 1 | | | | 4/10/2020 | All Applicable Resources | Concerned about the potential impacts the project will have on the coastal resources within and adjacent to the Aransas Pass Channel | Email |
| 47 | 2 | | | | | Public Involvement | Request a public hearing to further address these concerns. | Email |
| 48 | 1 | | | | 4/10/2020 | Marine Resources/EFH Migratory Birds/Wildlife Resources Wetlands/SAV | Concerned about the environmental risk including mangroves and shallow water areas adjacent to Harbor Island that are sensitive nursery areas for fish and crustaceans and feeding grounds for shorebirds and whooping cranes. | Email |
| 48 | 2 | | | | | All Applicable Resources | Concerned of a oil or other hydrocarbon release into the area if there was an accident. | Email |
| 48 | 3 | | | | | Navigation/Transportation | Concerned about potential boat accidents at the intersection of the ship channel. | Email |
| 48 | 4 | | | | | Marine Resources/EFH | Concerned the process of dredging will result in a plume of silt that would drift into the system causing damage to the oysters. | Email |
| 48 | 5 | | | | | Alternatives | Offshore mooring and loading system is a better way to export crude from south Texas. | Email |
| 49 | 1 | | | | 4/10/2020 | Opposed | Is not in support of the project. | Email |
| 50 | 1 | | | | 4/9/2020 | All Applicable Resources | Concerned about the ecological impacts of the project. | Email |
| 50 | 2 | | | | | HTRW | Concerned about the channel becoming contaminated on both sides | Email |
| 50 | 3 | | | | | Alternatives | Would like the project to be taken offshore. | Email |
| 51 | 1 | | | | 4/7/2020 | Opposed | Commenter is not in favor of the project. | Email |
| 52 | 1 | | | | 8/26/2019 | Opposed | Commenter is not in favor of the project. | Email |
| 53 | 1 | | | | 8/26/2019 | All Applicable Resources | Concerned the deepening of the channel will cause irreparable harm to the ecosystem of the immediate area. Besides not knowing the effect it will have larvae marine life that travels the channel, the silting of the adjoining protected estuary nurseries in both Redfish Bay and Lighthouse Lakes are in jeopardy. Besides the protected seagrass, there are 30 state and 22 federal threatened or endangered species in the area. | Email |
| 54 | 1 | | | | | Public Involvement | Requests a public hearing on the project. | Email |
| 55 | 1 | | | | 6/10/2020 | Purpose and Need | The permit is linked to the Port of Corpus Christi to build an export facility on Harbor Island. There is no public benefit. This is private benefit to a public entity at the expense of an entire coast ecosystem and economy. | Letter |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

| Letter ID | Comment ID | Commenter | | Commenter Contact Information | Date Received | Category | Comment | Type |
|-----------|------------|-----------|------------|-------------------------------|---------------|--|--|--------|
| | | Last Name | First Name | | | | | |
| 55 | 2 | | | | | All Applicable Resources | The hydrology of the Corpus Christi, Redfish and Aransas Bays will be altered to the detriment of life cycles, habitats, and function of the plants and animals that depend on their natural function. This Pass is the only major pass for 100 miles, and the communication of waters and quality of these waters between the Bays and Gulf will harm fish, shrimp, crab and the entire recreation-based economy of Port Aransas and surrounding communities. | Email |
| 55 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | Port Aransas is a recreation-based economy. It is not industrial. Fishing, tourism, nature, beach and small town amenities are what drive the economy of Port Aransas. This permit industrializes and changes forever the economic drivers for the benefit for the few companies and the Port Authority. | Email |
| 55 | 4 | | | | | Navigation/Transportation | Larger ships create displacement problems in the Channel, and cause additional damage to the shoreline. Larger ships are going to create larger tsunamis, and create lawsuits from injuries sustained. Bringing larger ships inshore is an accident waiting to happen! | Email |
| 55 | 5 | | | | | Alternatives | Offshore is a much better solution. | Email |
| 56 | 1 | | | | 6/10/2020 | Purpose and Need | All actions in the area need to be linked into one EIS including the two oil export facilities on Harbor Island, and other proposed industrial permits including the desal plant. | Letter |
| 56 | 2 | | | | | Marine Resources/EFH Hydrodynamic Salinity Modeling | The hydrology of the Corpus Christi, Red Fish and Aransas Bays will all be altered to the detriment of the life cycles, habitats, and function of the plants and animals that depend on their natural function. This pass is the only major pass for 100 miles and the communication of waters and the quality of these water between the Bays and Gulf will harm fish, endangered species, shrimp, crab, and the entire recreation based economy of Port Aransas and surrounding communities. | Email |
| 56 | 3 | | | | | Threatened and Endangered Species | Concerned about the harm to whooping crane critical habitat and other endangered species. | Letter |
| 56 | 4 | | | | | Alternatives | Concerned that the beneficial use of spoil will damage seagrass, oysters, fish, and the beaches. | Letter |
| 56 | 5 | | | | | Alternatives | Offshore is a much better solution. | Letter |
| 56 | 6 | | | | | Socioeconomics/ Land Use/Recreation/ EJ Alternatives | Existing inshore development at Ingleside plus the proposed Offshore projects like P66 will take up all of the forecasted oil export capacity over the next 30 years. There is no need to dig this and build Harbor Island Oil Export. | Letter |
| 56 | 7 | | | | | Navigation/ Transportation Coastal Processes | Bigger ships create bigger displacement impacts in the channel and cause additional damage to shoreline. It also creates a larger volume of water during storm surge that would add to extensive flooding in the region. Why create your own problem especially within the City Limits of Port Aransas and its parks are preserves. | Letter |
| 56 | 8 | | | | | Coastal Processes | Deepening creates vulnerability to Hurricane impacts. This location is ground zero for Cat 4 and larger storms. | Letter |
| 56 | 9 | | | | | Navigation/ Transportation | Bringing bigger ships inshore is an accident waiting to happen. Oil Spill threat to estuaries. | Letter |
| 56 | 10 | | | | | Socioeconomics/ Land Use/Recreation/ EJ | Port Aransas is a recreation-based economy. It's not industrial. Fishing, tourism, nature, beach, small town amenities is what drives the economy in Port A. This Permit industrializes and change forever the economic drivers for the benefit of a few companies and the Port. | Letter |
| 56 | 11 | | | | | Permit Concerns | Approval of this Permit will lead to Litigation that will last for years that waste time and energy for all involved. | Letter |
| 56 | 12 | | | | | Public Involvement | Requests an in person scoping meeting for the project. | Letter |
| 57 | 1 | | | | 6/10/2020 | Navigation/ Transportation | With only two ways in and out of Port Aransas, TX, an oil spill, fire, or collision of these VLCC in this narrow water way could/can result in 10s of thousands of residents and visitors becoming trapped and unable to safely evacuate or shelter from the effects of an incident. | Letter |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

| Letter ID | Comment ID | Commenter | | Commenter Contact Information | Date Received | Category | Comment | Type |
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| | | Last Name | First Name | | | | | |
| 57 | 2 | | | | | Threatened and Endangered Species | Numerous endangered and threatened species including: the Whooping Crane, Kemp's Ridley and many other species are directly exposed to the impact of planned development. | Letter |
| 57 | 3 | | | | | Marine Resources/EFH | Distruption of critical spawning and nursery grounds for fish and shellfish, such a shrimp, crab, redfish, flounder, trout and numerous other sea life that are commercially and recreationally important. | Letter |
| 57 | 4 | | | | | Socioeconomics/ Land Use/ EJ | This will have adverse economic impact to local businesses that rely on a healthy marine environment . | Letter |
| 58 | 1 | | | | 6/10/2020 | Purpose and Need | All actions in the area need to be linked into one EIS including the two oil export facilities on Harbor Island, and other proposed insustrial permits including the desal plant. | Letter |
| 58 | 2 | | | | | Marine Resources/EFH Hydrodynamic Salinity Modeling | The hydrology of the Corpus Christ, Red Fish and Aransas Bays will all be altered to the detriment of the life cycles, habitats, and function of the plants and animals the depend on their natural function. This pass is the only major pass for 100 miles and the communication of waters and the quality of these water between the Bays and Gulf will harm fish, endangered species, shrimp, crab, and the entire recreation based economy of Port Aransas and surrounding communities. | Letter |
| 58 | 3 | | | | | Threatened and Endangered Species | Concerned about the harm to whooping crane critical habitat and other endangered species. | Letter |
| 58 | 4 | | | | | Alternatives | Concerned that the beneficial use of spoil will damage seagrass, oysters, fish, and the beaches. | Letter |
| 58 | 5 | | | | | Alternatives | Offshore is a much better solution. | Letter |
| 58 | 6 | | | | | Socioeconomics/ Land Use/Recreation/ EJ Alternatives | Existing inshore development at Ingleside plus the proposed Offshore projects like P66 will take up all of the forecasted oil export capacity over the next 30 years. There is no need to dig this and build Harbor Island Oil Export. | Letter |
| 58 | 7 | | | | | Navigation/ Transportation Coastal Processes | Bigger ships create bigger displacement impacts in the channel and cause additional damage to shoreline. It also creates a larger volume of water during storm surge that would add to extensive flooding in the region. Why create your own problem especially within the City Limits of Port Aransas and its parks are preserves. | Letter |
| 58 | 8 | | | | | Coastal Processes | Deepening creates vulnerability to Hurricane impacts. This location is ground zero for Cat 4 and larger storms. | Letter |
| 58 | 9 | | | | | Navigation/ Transportation | Bringing bigger ships inshore is an accident waiting to happen. Oil Spill threat to estuaries. | Letter |
| 58 | 10 | | | | | Socioeconomics/ Land Use/Recreation/ EJ | Port Aransas is a recreation-based economy. It's not industrial. Fishing, tourism, nature, beach, small town amenities is what drives the economy in Port A. This Permit industrializes and change forever the economic drivers for the befit of a few companies and the Port. | Letter |
| 58 | 11 | | | | | Permit Concerns | Approval of this Permit will lead to Litigation that will last for years that waste time and energy for all involved. | Letter |
| 58 | 12 | | | | | Public Involvement | Requests an in person scoping meeting for the project. | Letter |
| 59 | 1 | | | | 4/10/2020 | Economics | Concerned this project is the most environmentally harmful, most costly, least safe, and otherwise least publically desirable alternative for accomplishing its stated purpose of loading so-called very large crude carrier tanker ships (VLCC's) with crude oil for export. It is not economically viable and would require the wasteful subsidy of hundreds of millions of dollars of public money. | Email |
| 59 | 2 | | | | | Socioeconomics/ Land Use/ EJ | This project application was filed by PCCA (1) with aggressive assumptions about future exports of crude oil, and (2) without consideration of better alternatives for loading VLCC's. Both of those underlying assumptions are no longer valid. | Email |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

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| | | Last Name | First Name | | | | | |
| 59 | 3 | | | | | Alternatives Socioeconomics/ Land Use/ EJ | No public or private interest is served by an uneconomic project. Without an economically viable purpose, none of the environmental damage this project will cause can be justified. The environmental damage and other harms to the public interest from this project are well documented by the filings by various governmental entities, environmental organizations and public citizens. A careful analysis of this project's economic viability or lack thereof is necessary to a proper EIS "to ensure that all of the issues related to this project are addressed" as stated in the notice for this scoping proceeding. | Email |
| 59 | 4 | | | | | Purpose and Need Cumulative Impacts | Have to look at the cumulative harms of the Ports related Harbor Island terminal. These projects should be considered a single project. | Email |
| 59 | 5 | | | | | Navigation/Transportation | Bringing VLCC's inshore is an unnecessary risk to navigation and safety. | Email |
| 59 | 6 | | | | | Alternatives | The Bluewater Offshore Terminal is a much better alternative to this project for loading VLCC's with crude oil | Email |
| 60 | 1 | | | | 4/27/2020 | All Applicable Resources | The Service requests that the USACE fully evaluate all potential direct, indirect, and cumulative environmental impacts in the EIS, including federally listed threatened and endangered species, critical habitat, state listed threatened and endangered species, state Species of Greatest Conservation Need, migratory birds, colonial waterbird rookery islands, special aquatic sites, Redfish Bay State Scientific Area, and wetlands. Enclosed is a list of federally protected species for Nueces County for your reference. | Email |
| 60 | 2 | | | | | Coastal Processes | The Service requests evaluation of additional impacts to the inshore portions of the proposed project areas, including increased erosion and loss of shoreline stabilization from wakes created by fully laden Very Large Crude Carriers increased vulnerability to oil spills from ship traffic and tropical storms, and a potential loss of uniqueness and aesthetics in the community of Port Aransas and surrounding recreational and fishing areas (i.e., Lighthouse Lakes Paddling Trail, Port Aransas Nature Preserve, Port Aransas Jetties). | Email |
| 60 | 3 | | | | | Hydrodynamic Salinity Modeling All Applicable Resources | The Service requests an examination of the effects of channel deepening on water salinities in the project area. | Email |
| 60 | 4 | | | | | All Applicable Resources | Please also include potential long-term direct, indirect, and cumulative environmental impacts associated with future maintenance dredging, dredged material disposal, and jetty maintenance/construction. The Service is concerned that if an extension of the Aransas Pass jetty is required, there may be a reduction of longshore transport of sediment to the surrounding beaches. Therefore, future impacts to sediment transport on Mustang and San Jose islands should be included in this evaluation to determine the extent of beach accretion/erosion. | Email |
| 61 | 1 | | | | 6/23/2020 | Purpose and Need | The permit is linked to the Port of Corpus Christi to build an export facility on Harbor Island. There is no public benefit. This is private benefit to a public entity at the expense of an entire coast ecosystem and economy. | Letter |
| 61 | 2 | | | | | All Applicable Resources | The hydrology of the Corpus Christi, Redfish and Aransas Bays will be altered to the detriment of life cycles, habitats, and function of the plants and animals that depend on their natural function. This Pass is the only major pass for 100 miles, and the communication of waters and quality of these waters between the Bays and Gulf will harm fish, shrimp, crab and the entire recreation-based economy of Port Aransas and surrounding communities. | Letter |
| 61 | 3 | | | | | Socioeconomics/ Land Use/ Recreation/EJ | Port Aransas is a recreation-based economy. It is not industrial. Fishing, tourism, nature, beach and small town amenities are what drive the economy of Port Aransas. This permit industrializes and changes forever the economic drivers for the benefit for the few companies and the Port Authority. | Letter |
| 61 | 4 | | | | | Navigation/ Transportation | Larger ships create displacement problems in the Channel, and cause additional damage to the shoreline. Larger ships are going to create larger tsunamis, and create lawsuits from injuries sustained. Bringing larger ships inshore is an accident waiting to happen! | Letter |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

| Letter ID | Comment ID | Commenter | | Commenter Contact Information | Date Received | Category | Comment | Type |
|-----------|------------|-----------|------------|-------------------------------|---------------|---|--|--------|
| | | Last Name | First Name | | | | | |
| 61 | 5 | | | | | Alternatives | Offshore is a much better solution. | Letter |
| 62 | 1 | | | | 6/18/2020 | Purpose and Need | The permit is linked to the Port of Corpus Christi to build an export facility on Harbor Island. There is no public benefit. This is private benefit to a public entity at the expense of an entire coast ecosystem and economy. | Letter |
| 62 | 2 | | | | | All Applicable Resources | The hydrology of the Corpus Christi, Redfish and Aransas Bays will be altered to the detriment of life cycles, habitats, and function of the plants and animals that depend on their natural function. This Pass is the only major pass for 100 miles, and the communication of waters and quality of these waters between the Bays and Gulf will harm fish, shrimp, crab and the entire recreation-based economy of Port Aransas and surrounding communities. | Letter |
| 62 | 3 | | | | | Socioeconomics/ Land Use/ Recreation/EJ | Port Aransas is a recreation-based economy. It is not industrial. Fishing, tourism, nature, beach and small town amenities are what drive the economy of Port Aransas. This permit industrializes and changes forever the economic drivers for the benefit for the few companies and the Port Authority. | Letter |
| 62 | 4 | | | | | Navigation/ Transportation | Larger ships create displacement problems in the Channel, and cause additional damage to the shoreline. Larger ships are going to create larger tsunamis, and create lawsuits from injuries sustained. Bringing larger ships inshore is an accident waiting to happen! | Letter |
| 62 | 5 | | | | | Alternatives | Offshore is a much better solution. | Letter |
| 63 | 1 | | | | 4/27/2020 | | Letter to inform the USACE of a change in the authorized agent for the project to Ashley Judith at AECOM. | Letter |
| 64 | 1 | | | | 6/23/2020 | Environmental Concerns Threatened/Endangered Species | Concerned that the hydrology of the Corpus Christi, Red Fish and Aransas Bays will be altered to the detriment of the life cycles, habitats and function of the plants and animals that depend on natural inflows and outflows. The dredging and ensuing traffic will harm fish, endangered species such as the Whooping Cranes and Piping Plovers, shrimp, crab and the entire recreation-based economies of Port Aransas, Corpus Christi, Rockport and surrounding communities. | Letter |
| 64 | 2 | | | | | Threatened and Endangered Species | Whooping crane critical habitat will be harmed. Their main food source, blue crab, will be seriously affected causing harm to Aransas National Wildlife Refuge, Matagorda Island and St. Joe Island. | Letter |
| 64 | 3 | | | | | Purpose and Need Cumulative Impacts | This permit is linked to the Port of Corpus Christi permit to build an Oil Export facility on Harbor Island with Lone Star Ports. It is also linked to Axis Midstream Oil Export facility on Harbor Island and their pipeline permit across Redfish Bay. There are other proposed industrial permits including TCEQ intake from and brine discharge permits into Corpus Christi Bay that adds to the complex of actions that should be all linked into one large Environmental Impact Statement (EIS) as it has cumulative impacts for the entire Coastal Bend Region. | Letter |
| 64 | 4 | | | | | Alternatives All Applicable Resources | The term "Beneficial Use of Spoil" from the dredging is inappropriate. That spoil will damage sea grasses and oyster beds, two things that actually ameliorate wave and storm damage now, as well as our fish nurseries and beaches. "Beneficial Use" is a term robbed from Conservation and applied instead to the Industrialization of Natural Areas. Please do not greenwash what is happening here. The USACE and the Port of Corpus Christi are not improving natural ecological systems but degrading them. | Letter |
| 64 | 5 | | | | | Alternatives | The VLCCs should be kept offshore as an 80 foot dredging will require expensive regular maintenance while offshore basically requires a pipeline and platform. We imagine this comes with its own set of problems, but it would avoid serious damage to our bays, birds and fisheries. | Letter |

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| | | Last Name | First Name | | | | | |
| 64 | 6 | | | | | Navigation / Transportation Coastal Processes | Bigger ships create bigger displacement impacts in the channel and will cause additional damage to the shorelines. The deeper channel creates a larger volume of water during storm surge that will add to extensive flooding in the region. Why create more problems for Port Aransas, Aransas Pass and Corpus Christi? | Letter |
| 64 | 7 | | | | | Coastal Processes | Deepening creates more vulnerability when hurricanes come. | Letter |
| 64 | 8 | | | | | Socioeconomics / Land Use / Recreation / EJ | Existing development at Ingleside plus the proposed offshore projects like P66 will take up all of the forecasted oil export capacity over the next 30 years. Now, with Covid-19 and climate change downgrading the oil market, is this really something we want to sacrifice our air, water and environment over? There is no public benefit, just private benefit at the expense of an entire coastal ecosystem and economy. | Letter |
| 64 | 9 | | | | | Permit Concerns | Approval of this permit will lead to litigation that will last for years and waste time, energy and money for all involved. The oil and gas industry is in a state of flux and evolution. You need to be forward thinking and careful stewards of our natural assets. | Letter |
| 64 | 10 | | | | | Public Involvement | Request a regular public meeting as a project this big should not be hurried. Proper public input would be useful for all concerned. | Letter |
| 65 | 1 | | | | 6/23/2020 | Opposed | Commenter is not in favor of the project and requests the project be declined. | Letter |
| 66 | 1 | | | | 6/20/2020 | Opposed | Commenter is not in favor of the project. | Letter |
| 66 | 2 | | | | | Marine Resources / EFH Migratory Birds / Wildlife Resources Threatened and Endangered Species | Concerned the project will kill many species in the channel between Port Aransas and Harbor Island because of turbidity and pollution. | Letter |
| 66 | 3 | | | | | Navigation / Transportation Air Quality HTRW Socioeconomics / Land Use / Recreation / EJ | Effects of VLCC's will be negative: ugliness, pollution, air pollution, increased traffic and safety hazards in the channel that will impact recreational activities | Letter |
| 66 | 4 | | | | | Public Involvement | Would like to be added to the mailing list. | Letter |
| 67 | 1 | | | | 6/11/2020 | Public Involvement | Called Matthew Kimmel of the USACE to express concerns that the people of Port Aransas are unable to log-in to the virtual meeting you are running, meeting times have been changed, bad reception, etc. and that a physical meeting should be held. | Voicemail/Text |
| 68 | 1 | | | | 6/22/2020 | Purpose and Need | Believes that the 3 permit applications should be combined into one project. | Email |
| 68 | 2 | | | | | Cumulative Impacts | Cumulative impacts should be addressed in a rigorous assessment tha includes aquatic resources and al project related impacts. | Email |
| 68 | 3 | | | | | Threatened and Endangered Species | Concerned about endangered species. | Email |
| 68 | 4 | | | | | All Applicable Resources | Concerned about what impacts the contamination on Harbor Island will have on the water, wildlife, and humans | Email |
| 68 | 5 | | | | | Socioeconomics / Land Use / Recreation / EJ | Concerned about the recreational and commercial fish that are crucial to Port Aransas economy. | Email |
| 68 | 6 | | | | | Navigation / Transportation | Concerned the VLCC's will be a problem for the ferries. | Email |
| 68 | 7 | | | | | Navigation / Transportation Threatened and Endangered Species | Concerned the wakes from the VLCC's will endanger boating, fishermen, shorelines where Whooping Cranes nest. | Email |
| 68 | 8 | | | | | Coastal Processes | Concerned about hurricane impacts of the project | Email |
| 68 | 9 | | | | | Alternatives | Would like the project to be taken offshore. | Email |
| 69 | 1 | | | | 6/23/2020 | All Applicable Resources | Concerned that the Port has not considered the importance the ship channel plays in proper functioning of the entire barrier bay side ecosystem. | Email |
| 69 | 2 | | | | | HTRW | Dredging and Release of Sediment Toxicants: Concerned about how toxicants would impact the natrual ecosystem. Feel that sediments must be assessed prior to dredging, toxicity tests on released sediment mixtures should be performed on relevant species, and bioaccumulation and biomagnification potential in the local ecosystem must be assessed. | Email |

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| Letter ID | Comment ID | Commenter | | Commenter Contact Information | Date Received | Category | Comment | Type |
|-----------|------------|-----------|------------|-------------------------------|---------------|---|---|-------|
| | | Last Name | First Name | | | | | |
| 69 | 3 | | | | | Marine Resources / EFH | Channel Deepening and Impacts on Species Recruitment: Modeling should be conducted to understand how recruitment patterns will be impacted. | Email |
| 69 | 4 | | | | | Marine Resources / EFH | Channel Deepening and Impacts on Spawning Behavior: Need to understand how increased ship traffic and ship noise pollution will impact spawning behavior. | Email |
| 69 | 5 | | | | | Cumulative Impacts | Effects of Desalination via Salinity, Temperature, Oxygen : Concerned about the impacts to the local environment the Harbor Island desalination plant will have. | Email |
| 69 | 6 | | | | | Geology and Soils | Concerned about subsidence and how local communities may be put at risk as a result of the project. | Email |
| 69 | 7 | | | | | All Applicable Resources | Concerned about the potential risk to the ecosystem in the event of an accident (oil spills, contaminants, etc.) | Email |
| 70 | 1 | | | | 6/24/2020 | Purpose and Need | Concerned that the Port is trying to pass of one large project as separate projects. Requests that the USACE and other state and federal agencies reject these multiple applications. | Email |
| 70 | 2 | | | | | Purpose and Need Cumulative Impacts | Believes each project if kept separately requires an EIS and the cumulative impacts of all should be addressed. | Email |
| 70 | 3 | | | | | Not Applicable | Believes the TCEQ and Texas Railroad Commission should initiate a joint process (to limit the expenses and staff time for agency coordination) for the Section 401 certification, Texas Coastal Management Program consistency determination, and require a hearing on the use of the Redfish Bay State Scientific Area. | Email |
| 70 | 4 | | | | | HTRW | Concerned about the contaminated soil on Harbor Island. Attached a letter from the Texas Railroad Commission (January 1, 2015) regarding this issue. | Email |
| 70 | 5 | | | | | Marine Resources / EFH | Concerned about the risks to marine species and habitat in Aransas Pass and Redfish Bay including recruitment, nursery habitat, noise, turbidity, light, as a result of the VLCC's, dredging and maintenance dredging. | Email |
| 70 | 6 | | | | | Public Involvement | USACE should seek input from the TPWD and GLO once the public meeting has been held. | Email |
| 70 | 7 | | | | | HTRW Coastal Processes | Concerned about the increased risk oil spills of the terminals are authorized and how hurricanes could increase this risk. | Email |
| 70 | 8 | | | | | Public Involvement | Request a public hearing on both the permit application to the USACE and the Section 401 certification request to the TCEQ. | Email |
| 70 | 9 | | | | | Socioeconomics / Land Use / Recreation / EJ | Concerned about the economic impact and how it will affect residents in Port Aransas which mostly sustain on ecotourism. | Email |
| 71 | 1 | | | | 6/25/2020 | Propose and Need Alternatives | A Decision and Risk Analysis needs to be performed by the applicant to assess the need, cost (capital and environmental), liabilities and related benefits of the project. Applicant should show in the EIS beyond certainty that the project is required based on probabilistic production/export forecasts from Permian and Eagleford shale producers and/or Midstream carriers, not a singlehigh number they believe will happen. The need for and benefit of the project is an important consideration: why do we need to dredge and risk the estuaries? What are the benefits? | Email |
| 71 | 2 | | | | | Purpose and Need Alternatives | The applicant needs to account for the two major offshore export facilities currently proposed by Phillips 66 Partners (Bluewater) and Enterprise Midstream (SPOT) currently under review by MARAD and USCG. Combined these facilities can export the 4 MMBOD that PoCC optimistically states. | Email |
| 71 | 3 | | | | | Purpose and Need Alternatives | Concerned about if the Executive Orders re3garding US oil expert are reversed and the dredging has already been done, what benefit has been derived? | Email |
| 71 | 4 | | | | | Alternatives | Where are the deep pockets for taking on the risks and liabilities associated with this development for an oil loading facility and marine traffic inside this estuary? Does PoCC propose to post a multi-BILLION DOLLAR guarantee or bond to operate this facility or is the federal government expected to be the deep pockets for clean-up and restoration?? | Email |

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|-----------|------------|-----------|------------|-------------------------------|---------------|--|---|--------|
| | | Last Name | First Name | | | | | |
| 71 | 5 | | | | | Cumulative Impacts | USACE should require that the PoCC permit application and EIS be combined with and consideration given to the cumulative impacts of all the proposed projects including SWG-2019-00245 (PoCC-Lone Star Ports oil export terminal) at a minimum. | Email |
| 71 | 6 | | | | | Coastal Processes | The potential environmental impacts to the bays connected to the Aransas Pass entrance channel should be addressed including direct impact from a hurricane and the risks and liabilities associated with storm surge and reverse storm surge. | Email |
| 71 | 7 | | | | | All Applicable Resources | Concerned about the impacts to migratory birds, threatened and endangered species, seagrass, sea turtles, fish, crabs, oysters. | Email |
| 71 | 8 | | | | | HTRW | Concerned about how the Port and USACE will prevent hydrocarbon leaching from the Harbor Island Site since this soil from the berths and turning basin must be dredged to the same depth as the proposed channel depth. Will the Port and USACE monitor every cubic yard of dredged material to ensure no hydrocarbons are included in the spoils before placement? What is the contingency plans if hydrocarbons are found??? | Email |
| 71 | 9 | | | | | Purpose and Need | Strongly disagree with USACE's preliminary decision that the Harbor Island Site is "fully restored" and that an EIS is not required and separated from the CCSC proposed dredging EIS. | Email |
| 71 | 10 | | | | | Cumulative Impacts Alternatives | Believe the USACE will find a large probability (>70%) that the "need" is not there and doesn't justify the risks associated with these projects. There are better alternatives currently in progress, owned and operated by some of the largest oil and gas midstream companies in the USA, to export whatever Texas shale oil production there should be or allowed. For this project the USACE decision should be "do nothing" and denied. | Email |
| 72 | 1 | | | | | Navigation / Transportation | Concerned about tanker wakes overwashing the jetties during high tides. | Email |
| 72 | 2 | | | | | Alternatives | Concerned that the deepening will cause serious undermining of the structural integrity of the jetties. | Email |
| 72 | 3 | | | | | Alternatives | Concerned that modeling does not take the place of real data and that geological studies need to be done, core samples and hydrology studies. | Email |
| 72 | 4 | | | | | Sea Level Rise / Climate Change | Can the USACE guarantee that my property will remain safely above water after all these structural changes? | Email |
| 73 | 1 | | | | 7/1/2020 | All Applicable Resources | <p>The City requests that the EIS include a study of the impacts this project will have on the marine ecosystem, fisheries habitats, sensitive species, and ultimately on the fishing and eco-tourism in the area.</p> <p>Concerned about critical habitats, the placement of dredge materials in sensitive areas, and those activities that cause alterations to the water chemistry, flow, and quality, have the potential for exponential negative impacts on the marine life using this migration corridor compared to other areas. And how these could negatively affect residents and visitors. In addition to contaminated soil and groundwater on Harbor Island and those impacts.</p> | Letter |
| 73 | 2 | | | | | Purpose and Need Alternatives Cumulative Impacts | <p>The City would like the cumulative impacts of the three interrelated projects to be studied and addressed as part of the EIS, Port of Corpus Christi Authority (PCCA) (SWG-2019-0006 (channel deepening project) and SWG-2019-00245 (export terminal project)) and Axis Midstream Holdings, LLC (SWG-2018-00789 (crude oil pipeline project), and the impacts of the potential conflicts of the interrelated projects.</p> <p>The City requests that USACE's EIS address the impacts of all three interrelated projects—which will necessarily include requiring PCCA to disclose scope of the full project—and address the cumulative impacts of the related projects, as well as the potential conflicts between the projects.</p> | Letter |
| 73 | 3 | | | | | HTRW Water and Sediment Chemistry | The City requests that USACE's EIS study the impacts to the environment and marine species due to the placement of dredge material, including the impacts on each chosen location and the chemical analysis of the contaminants in the dredged material, and impacts on water chemistry, flow, and quality. | Letter |

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Public Scoping Comment Database**

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|-----------|------------|-----------|------------|-------------------------------|---------------|---|--|--------|
| | | Last Name | First Name | | | | | |
| 73 | 4 | | | | | Marine Resources / EFH Socioeconomics / Land Use / Recreation / EJ | The City requests that USACE's EIS study the impacts on the marine ecosystem, fisheries habitats, sensitive species, and ultimately on the fishing and eco-tourism in the area and the City's economy. | Letter |
| 73 | 5 | | | | | Marine Resources / EFH | The City requests that USACE's EIS study the impacts of the dredging and the ultimate presence of VLCCs on the movement of fish and other marine life, particularly in regard to spawning and migration. The City further requests that USACE study the direct and indirect impacts of the channel deepening project on other inlets into the bay. | Letter |
| 73 | 6 | | | | | Navigation / Transportation | The City requests that USACE's EIS study the impacts of the dredging and the ultimate presence of VLCCs and the terminal on public safety, including the impact of VLCCs in an area with high boat traffic. | Letter |
| 73 | 7 | | | | | Alternatives All Applicable Resources | The City requests that USACE's EIS study the potential environmental impacts of the proposal and its alternatives, specifically including the offshore alternative(s), and provide a comparison of the quantified impacts of each alternative, including a clear analysis of why reasonable alternatives were not chosen. | Letter |
| 74 | 1 | | | | 7/2/2020 | Marine Resources / EFH | Disturbances to this area (e.g. increased salinity, reduced oxygen levels, turbidity, noise, habitat alteration) have the potential to reduce spawning activity and reproductive output of these fishes. Concerned that the project would directly harm local fisheries by reducing the number of fish in the region that are available to be harvested, which would increase the risk of overfishing and collapsing these populations even by maintaining current levels of fishing practices. | Email |
| 74 | 2 | | | | | Marine Resources / EFH | Tidal inlets are therefore recognized as essential fish habitat (EFH), areas that are necessary for fish spawning, breeding, feeding or growth to maturity. All these important sportfishes have been identified as having EFH within the Corpus Christi Bay System (Weston Solutions, 2014), which means this issue is directly relevant to the potential impacts of the proposed development activities (e.g. dredging). The characterization and identification of the Aransas Pass and other tidal inlets as EFH (essential spawning habitat) is due to their disproportional productivity (i.e. many species spawn there and in large numbers), and because these sites are very few and separated by large distances (i.e. represent population bottlenecks) along the coast of Texas. This means that the Aransas Channel is the sole source of productivity (e.g. for spawning, migrating, feeding) and connectivity with the Gulf of Mexico for all the fish and invertebrate populations in this entire region. Therefore, the structure, function, resilience, and productivity of fish populations and fisheries are highly dependent upon the maintenance of this key area for their development and survival. A recent study (Burnsed et al. 2020) highlights the potential impacts of proposed development on the health of this iconic fishery that is also critical for the health and productivity of our cherished estuarine ecosystems. | Email |
| 74 | 3 | | | | | Marine Resources / EFH | Concerned about stressors and disturbances caused by development activities (e.g. channel deepening, widening, dredging, desalination, pollution, noise and disturbances from VLCCs, pollution, oil spills) that can reduce the health and productivity of local fish populations and fisheries through reduced spawning activity, reduced egg production, displacement of fish away from the area due to physiological or behavioral stress (e.g. noise pollution or hypoxia), increased mortality of eggs and larvae as well as adults, and other non-fatal or fatal effects. | Email |

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| | | Last Name | First Name | | | | | |
| 74 | 4 | | | | | All Applicable Resources | There is much need for more robust baseline information and data to create a scientifically-based, sound, predictive framework to assess the potential of the planned development activities to impact ecosystem health and the livelihoods and well-being of local communities (e.g. Port. Aransas, Rockport, Ingleside). These research activities need to happen before any development is considered. There is a lack of essential baseline data (physical, hydrodynamic, chemical, ecological, socioeconomic) and no science-based predictive framework available to assess/predict with any certainty or accuracy the potential of the planned activities to impact ecosystem health or the subsequent effects on local communities. | |
| 74 | 5 | | | | | All Applicable Resources | <p>List of baseline research efforts that are needed now to characterize the existing physical, chemical, ecological, and socioeconomic conditions associated with the Aransas Channel and the Corpus Christi, Redfish, and Aransas Bay systems:</p> <p>Comprehensive surveys and monitoring efforts to create a realistic hydrodynamic model of the Corpus Christi Bay system (the 2019 study by LRE Water is invalid speculation), which is needed to predict the impacts of deepening, brine discharge associated with desalination, oil spills, and other stressors on the physical, chemical, and environmental dynamics of the system in a highly-resolved manner. Including the following:</p> <ul style="list-style-type: none"> • Detailed bottom and habitat mapping of the entire inlet (Ship Channel) and adjacent areas (e.g. Lydia Ann Channel, Corpus Christi Channel, Aransas Channel) to generate an a realistic model grid to model the hydrodynamics of the system. • Deployment and maintenance of an array of environmental sensors (e.g. data sondes and current meters) at nexus points all around the ship channel, the main channels within the CC bay system, and connecting bay systems to measure and monitor (in fine scales) the current patterns, tides, salinity, temperatures, turbidity, and other physical and hydrodynamic aspects to generate a baseline understanding of the physical environment of the ship channel that is realistic and can actually make valid predictions of brine discharge, dredging, oil spills, and other stressors in and around the actual discharge outfall sites. These data should be collected continuously for at least 2 years to generate a valid, realistic hydrodynamic model. | Email |

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| | | Last Name | First Name | | | | | |
| 74 | 6 | | | | | All Applicable Resources | <p>2) Detailed surveys, monitoring, and other research to characterize the spatial and temporal variations in the distribution, abundance, movement, and spawning activity of local fish populations in the Aransas Channel and connecting areas as a means to assess its importance for the productivity of local fisheries and the health of ecosystems within the bay system. This research should include the following activities:</p> <ul style="list-style-type: none"> • Acoustic (sonar) surveys, fish collections, tagging studies, egg and larval surveys (with DNA barcoding analysis), passive acoustic monitoring (soundscapes), and other approaches to characterize spatial and temporal variations in the distribution, abundance, and spawning activity of fishes. Such information is required (i.e. input data to run models) to generate a realistic model to predict the potential impacts of dredging, desalination, and other industrial activities on the dispersal and recruitment of marine fishes and invertebrates in the bay systems. • Deployment and maintenance of an acoustic array to understand how, when, where fish utilize the ship channel, harbor island area, and nearby estuaries and channels for spawning, feeding, and other activities and to understand the ecological connections between various habitats (e.g. the critical link between the estuaries and ship channel for red drum and southern flounder). In particular, this information would improve our understanding of movement and migration patterns between the estuary, channels, and open coast for key species. They would also improve resolution on the locations of Essential Fish Habitat (EFH) for species of ecological and economic importance. | Email |
| 74 | 7 | | | | | All Applicable Resources | <p>3) Surveys, monitoring, and modeling of larval recruitment and dispersal in relation to the Aransas ship channel and the bay system, which would include:</p> <ul style="list-style-type: none"> • Surveys and monitoring of larval and juvenile recruitment patterns of fishes and invertebrates in relation to habitat and environmental conditions. • Development of an appropriate, well resolved, validated, 3-dimensional model to examine current flow and larval and early life transport of marine life (after #1 and #2 are completed – see above). | Email |
| 74 | 8 | | | | | All Applicable Resources | <p>4) Monitoring and assessments of existing ship traffic (e.g. crude tankers) and associated anthropogenic noise and related disturbances (e.g. turbulence, turbidity) on fish behavior (spawning and feeding) and survival. This is needed, because VLCCs will be transiting daily directly through the principle spawning and migration areas for red drum and southern flounder, which could cause serious negative impacts on their spawning (see de Jong et al. 2020 in references as an example).</p> | Email |

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| | | Last Name | First Name | | | | | |
| 74 | 9 | | | | | Marine Resources / EFH Water and Sediment Quality | <p>5. Ecotoxicology studies to understand how desalination, dredging, and other activities that disturb the bottom and re-suspend contaminants and toxicants could impact the health of marine organisms, ecosystem functioning, and human health as well:</p> <ul style="list-style-type: none"> • Regional surveys of sediments (i.e. sediment cores) in and around the proposed development areas (e.g. dredged areas and spoil dumping areas) to assess the types and quantities of contaminants and toxic substances that may impact the health and survival of fish populations; examination of contamination load of any sediment and disposal of land-based soil from Harbor Island; evaluation of contamination load at various location along the dredging route. • Field surveys throughout the bay systems to establish baseline estimates of contaminants in fishes and invertebrates. • Laboratory experiments that target knowledge gaps related to the effects of relevant environmental stressors on fish growth, development, behavior, and survival. The results will be used develop adverse outcome models related to relevant acute (e.g. oil spill) and chronic (e.g. hypersalinity or contaminants) environmental impact scenarios. | Email |
| 74 | 10 | | | | | Wetlands / WOTUS | 6) Monitoring of seagrass, spartina marsh, and mangrove coverage pre-and post within one mile of Harbor Island and other proposed development sites (e.g. Ingleside). | Email |
| 74 | 11 | | | | | Threatened and Endangered Species | 7) Characterize area use by endangered species such as sea turtles and whooping cranes. | Email |
| 74 | 12 | | | | | Marine Resources / EFH | 8) Characterize oyster reef occurrence, abundance, and impact to larval supply. | Email |
| 74 | 13 | | | | | Coastal Processes | 9) Examine how an 80' deep channel will affect littoral transport along the surf and nearshore zones. | Email |
| 74 | 14 | | | | | Public Involvement | 10) Engagement of end-users (resource managers, fishing agencies, guides, private anglers, industry representatives, conservation organizations, city officials, community representatives) to quantify ecosystem service baselines for recreational fishing using standard market driven methods as well as participatory, deliberative methods. These efforts will guide research efforts towards co-created concerns, agendas, and needs to assess the potential social and economic impacts of environmental change associated with proposed industrial development activities. | Email |
| 75 | 1 | | | | 7/2/2020 | Water and Sediment Quality Marine Resources / EFH | Concerned about threats to water quality and marine life: diesel and/or oil spills from dredging operations, dredge line leaks, and pollution from ballast release, tank farm drainage, tanker runoff, and dredging. | Email |
| 75 | 2 | | | | | Air Quality | Concerned about threats to air quality: Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB; Volatile organic compounds (VOC) discharged from vapor flashing; and sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels | Email |
| 75 | 3 | | | | | Navigation/ Transportation | Concerned about threats to shoreline: Erosion due to ship wakes and water displacement and damage to bulkheads, docked boats, and property. | Email |
| 75 | 4 | | | | | Migratory Birds / Wildlife Resources Threatened and Endangered Species | Concerned about threats to wildlife: proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters | Email |
| 75 | 5 | | | | | Socioeconomics / Land Use / Recreation / EJ Noise | Concerned about threats to local communities: light and noise issues and property damage. | Email |
| 76 | 1 | | | | 7/2/2020 | Coastal Processes Sea Level Rise / Climate Change | Concerned about shoreline sinking due to channel dredging as a result of water rising from global warming. | Email |
| 76 | 2 | | | | | Alternatives | Would like the project to be taken offshore. | Email |

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| | | Last Name | First Name | | | | | |
| 76 | 3 | | | | | Water and Sediment Quality Marine Resources / EFH | Concerned about threats to water quality and marine life: diesel and/or oil spills from dredging operations, dredge line leaks, and pollution from ballast release, tank farm drainage, tanker runoff, and dredging. | Email |
| 76 | 4 | | | | | Air Quality | Concerned about threats to air quality: Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB; Volatile organic compounds (VOC) discharged from vapor flashing; and sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels | Email |
| 76 | 5 | | | | | Navigation/ Transportation | Concerned about threats to shoreline: Erosion due to ship wakes and water displacement and damage to bulkheads, docked boats, and property. | Email |
| 76 | 6 | | | | | Migratory Birds / Wildlife Resources Threatened and Endangered Species | Concerned about threats to wildlife: proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters | Email |
| 76 | 7 | | | | | Socioeconomics / Land Use / Recreation / EJ Noise | Concerned about threats to local communities: light and noise issues and property damage. | Email |
| 77 | 1 | | | | 7/2/2020 | DMMP Alternatives | Who is responsible to monitor the diesel and/or oil spills coming from the dredging operations and report to the Federal authority as well as relay such pollution to the public for its own safety? | Email |
| 77 | 2 | | | | | Migratory Birds / Wildlife Resources Threatened and Endangered Species | What are the affects from these diesel and/or oil spills coming from the dredging operations have to wildlife and the environment during current and future dredging operations? | Email |
| 77 | 3 | | | | | Migratory Birds / Wildlife Resources Threatened and Endangered Species | What authority(ies) monitor leaks from dredge pipes that leak into the bay causing plumes of silt, dredge pipes lying on top of seagrass? What safeguards and monitoring are proposed for environmentally safer operations when deepening POCCSC and La Quinta Ship Channel? What are the short- and long-term effects to sea grass beds and marine life? | Email |
| 77 | 4 | | | | | Environmental | Loss of seagrass beds in Redfish Bay and along the IOB caused by ship wakes: How will this inevitable problem be remedied with or without the deepening of the POCCSC to prevent loss of the vital sea grass beds? Who is responsible for monitoring presently and in the future? What mitigation programs are proposed in the permit? | Email |
| 77 | 5 | | | | | Air Quality | Concerned about air borne particulate matter by operations that will blow the material to Ingleside on the Bay. Will this site be used for the POCCSC deepening and are studies included to understand the effects downwind where IOB is located? What contaminates are in these airborne materials and what safeguards are in place to ensure the safety of workers, residents, and all other affected parties, including boaters and recreational fishermen? Have studies been conducted to determine the health risks due to the size of the particulate material? Does this material, originally dredged from the POCCSC, contain toxic, heavy metals and particulate matter toxic to the respiratory system? Who monitors and approves this work and what data do you have regarding short-term and long-term health affects? Will this type of work be conducted in other areas with potential threats to civilian populations or to IOB that is directly affected now? Will PMx air monitors be put in place to regulate and enforce compliance? | Email |
| 77 | 6 | | | | | Air Quality | Air quality monitors deployed by IOBCWA have shown a distinct increase in nitrogen oxides (NOx), a pollutant derived from mooring tankers at the MODA terminal as well as from passing vessels and dredging operations. (See Slides #13 & #14) How will volatile organic compounds (VOC) discharges coming from vapor flashing from the tanks to the cargo tankers be contained? What about sulfur oxide (SOx) and particulate matter discharges (PMx) from ships smokestacks and loading operations during dockage levels? What effects will this have on the local communities? Are air monitors required for this permit? | Email |

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| | | Last Name | First Name | | | | | |
| 77 | 7 | | | | | HTRW | The Port of Los Angeles restricts docked and moored vessels from releasing toxic byproducts from their smokestacks due to health concerns in their communities. Docked vessels are required to use shore power instead of fuel burning generators. Will shore power be a requirement in the EIS permit? | Email |
| 77 | 8 | | | | | Air Quality | Reuters reports on new laws for shipping companies requiring reduced emissions of toxic sulfur fuels that cause premature deaths. (See Slide #15) Are these new global rules in place for ship traffic in POCCSC and if so, what authority regulates and imposes these new fuels law? With an increase in ship traffic forecasted and an increase in docked vessels along CCSC near the Intracoastal Waterway as well as La Quinta Channel, what studies have been conducted to determine the long-term health effects to populations in communities like Port Aransas, Aransas Pass, Ingleside, Ingleside on the Bay, Portland, and Corpus Christi? Will EIS and TCEQ require strict air monitoring in IOB, Port Aransas, Portland, and North Beach Corpus Christi as it pertains to this permit and the resultant increase in vessel traffic and dockage? | Email |
| 77 | 9 | | | | | Navigation / Transportation Coastal Processes Socioeconomics / Land Use / Recreation / EJ | Are the wake effects included in the EIS as well as the resulting economic impact to IOB? Is USACE aware of these studies and what is the scope of further studies to prevent serious loss of property and infrastructure due to ship wakes as it relates to sea level rise? The Mott MacDonald Study for IOBCWA describes the future as having a nuisance flood of 2.9' every year increasing to 3.9' return flood period by the year 2040. (See Slide #17 & #18) These flooding events do not consider the larger ships displacement that will be added on top of these flood events. Is USACE aware of this data and have plans for IOB's protection from ship traffic wakes including revetments and breakwater structures? What about the inevitable loss of property and economic loss from overtopping of bulkheads including the loss of property values? (See Slide #19) Has an economic study based upon the effects of ship traffic on local communities been conducted with the proposed permit? | Email |
| 77 | 10 | | | | | Navigation / Transportation Sea Level Rise / Climate Change Coastal Processes Socioeconomics / Land Use / Recreation / EJ | We understand that the Port of Corpus Christi has multiple studies regarding La Quinta Channel's deepening and is knowledgeable as to the many issues including the ship wake effect to IOB. Are the wake effects included in the EIS as well as the resulting economic impact to IOB? Is USACE aware of these studies and what is the scope of further studies to prevent serious loss of property and infrastructure due to ship wakes as it relates to sea level rise? The Mott MacDonald Study for IOBCWA describes the future as having a nuisance flood of 2.9' every year increasing to 3.9' return flood period by the year 2040. (See Slide #17 & #18) These flooding events do not consider the larger ships displacement that will be added on top of these flood events. Is USACE aware of this data and have plans for IOB's protection from ship traffic wakes including revetments and breakwater structures? What about the inevitable loss of property and economic loss from overtopping of bulkheads including the loss of property values? (See Slide #19) Has an economic study based upon the effects of ship traffic on local communities been conducted with the proposed permit? | Email |
| 77 | 11 | | | | | Wetlands / WOTUS Threatened and endangered Species | Has an environmental impact study been conducted to determine effects to the wetland's species along the POCCSC and adjacent Corpus Christi Bay Waters? Ridley turtles and hosts of protected and threatened birds frequenting this stretch of shoreline are well documented. | Email |
| 77 | 12 | | | | | Wetlands / WOTUS Coastal Processes | Examples of erosion adjacent to current bulkheads along the shoreline of IOB are well documented. What studies have been done to eliminate this deleterious impact to wetlands and potential effects to IOB's shoreline? | Email |
| 77 | 13 | | | | | All Applicable Resources | The effects from ship displacement cause the IOB drainage systems to be a serious concern. Has this been included in the studies for economic and environmental impacts? | Email |
| 77 | 14 | | | | | Cumulative Impacts | What are the cumulative effects to Corpus Christi Bay's Water Quality as impacted from ballast release, drainage from and runoff from industries and discharge? | Email |

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| | | Last Name | First Name | | | | | |
| 77 | 15 | | | | | HTRW | Is there a catastrophic pollution control plan for the potential for tanker collisions and spills that includes IOB and Corpus Christi Bay? Is this issue covered by the permit? | Email |
| 77 | 16 | | | | | Safety and Security | In the event of an emergency that affects health, safety, and welfare of all concerned residents such as ship collisions, oil spills, and vessel groundings, will there be an emergency alert system in place and required as a condition of the permit? | Email |
| 78 | 1 | | | | 7/2/2020 | Public Involvement | Requesting information about Alternative #4 - Jayson Huston (USACE) responded providing the Concurrent Point 2 letter. | Email |
| 79 | 1 | | | | 7/2/2020 | Purpose and Need Alternatives | The USACE must consider alternatives by reference to a broader project purpose than the one provided by the applicant. Suggest the USACE consider a project purpose of economic development in the project area while reducing pollution emissions associated with the port. The USACE should consider other purposes, including considering adopting multiple purposes for this project. | Email |
| 79 | 2 | | | | | Economics | The USACE must scrutinize the economic assumptions of the applicant underlying the need for the project. | Email |
| 79 | 3 | | | | | Socioeconomics / Land Use / Recreation / EJ | The USACE must take a hard look at socioeconomic impacts, particularly affordable housing, tourism, and community cohesion. | Email |
| 79 | 4 | | | | | Sea Level Rise / Climate Change Coastal Processes | The USACE must take a hard look at the indirect impacts of climate change and natural disasters. | Email |
| 79 | 5 | | | | | Cumulative Impacts | The USACE must take a hard look at cumulative impacts given the extend of industrial development in the project area. | Email |
| 79 | 6 | | | | | Socioeconomics / Land Use / Recreation / EJ Public Involvement | The USACE is obligated to take a hard look at the environmental justice impacts of the proposed project. Specifically consider the impacts on low-income and minority populations. <ul style="list-style-type: none"> • Methodology to ensure that environmental justice concerns are adequately considered. • USACE must ensure that it engages in adequate outreach to environmental justice communities. • The USACE already failed to meet this outreach and environmental Justice obligation in the scoping phase, and need to extend this phase until it can be remedied. • The USACE must identify EJ communities potentially affected in the first step of the analysis. The geographic area for identifying EJ communities and then evaluating impacts must be tied to areas affected by the impacts of the project. The demographic in the region show EJ populations. The proposed project is in a region with a substantial history of environmental injustice, and recognized EJ harms. • In the second step of the EJ analysis, the USACE must take a hard look at direct, indirect, and cumulative environmental impacts of the proposed project on EJ communities. An EJ analysis must evaluate whether unique factors exist that make EJ populations more susceptible to harmful impacts. | Email |
| 80 | 1 | | | | 7/2/2020 | All Applicable Resources | Concerned about the impacts to residents, wildlife, seagrass, and waterways themselves as a result of the project. | Email |
| 81 | 1 | | | | 7/3/2020 | Cultural Resources | An archeological remote-sensing survey of the underwater project area is required. If this work will occur on waters owned and controlled by a state agency or political subdivision of the state, a Texas Antiquities Permit must be obtained from this office prior to initiation of fieldwork. All fieldwork should meet the minimum survey standards for underwater archeology presented in the Texas Administrative Code. | Letter |

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| | | Last Name | First Name | | | | | |
| 81 | 2 | | | | | Cultural Resources | A report of investigations is required and should be produced in conformance with the Secretary of the Interior's Guidelines for Archaeology and Historic Preservation office for review. Reports for a Texas Antiquities Permit should also meet the Council of Texas Archeologists Guidelines for Cultural Resources Management Reports. To facilitate review and make project information available through the Texas Archeological Sites Atlas. | Letter |
| 81 | 3 | | | | | Cultural Resources | An archaeological survey is required. A report of investigations is required and should be produced in conformance with the Secretary of the Interior's Guidelines for Archaeology and Historic Preservation and submitted to this office for review. Reports for a Texas Antiquities Permit should also meet the Council of Texas Archeologists Guidelines for Cultural Resources Management Reports and the Texas Administrative Code. | Letter |
| 81 | 4 | | | | | Cultural Resources | Any buildings 45 years old or older that are located on or adjacent to the tract should be documented with photographs and included in the report. To facilitate review and make project information available through the Texas Archeological Sites Atlas, we appreciate emailing survey area shapefiles to archeological_projects@thc.texas.gov concurrently with submission of the draft report. Please note that this is required for projects conducted under a Texas Antiquities Permit. | Letter |
| 81 | 5 | | | | | Cultural Resources | The project will require both terrestrial and underwater archeological surveys. The THC is currently involved in ongoing coordination with the USACE regarding forthcoming archeological investigations. | Letter |
| 82 | 1 | | | | 7/3/2020 | All Applicable Resources | Please look very closely at the LaQuinta prospective places for the desulfation unit Environmental Studies have shown that this will destroy our base system please be very careful with where you put this and don't destroy I waters that are habitats in Ingleside on the bay. | Email |
| 83 | 1 | | | | 7/3/2020 | All Applicable Resources | Concerned about the eroding of the shoreline, harm to fish and wildlife, air and water quality, and basic quality of life. | Letter |
| 83 | 2 | | | | | Public Involvement | Would like another public meeting to address these issues and concerns. | Letter |
| 84 | 1 | | | | 7/3/2020 | All Applicable Resources | Concerned about the eroding of the shoreline, harm to fish and wildlife, air and water quality, and basic quality of life. | Email |
| 84 | 2 | | | | | Public Involvement | Would like another public meeting to address these issues and concerns. | Email |

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| | | Last Name | First Name | | | | | |
| 85 | 1 | | | | 7/3/2020 | Purpose and Need | <p>The Channel Deepening Project, the Harbor Island Terminal Project, and the Axis Midstream Pipeline Project must be considered a Single and Complete Project. The projects are interrelated and part of a single overall project.</p> <p>Documentation should be required to demonstrate that other facilities are in the planning, or if any commitments have been made for future projects, that would require use by VLCC's. The EIS must more provide a more in depth analysis of the actual production and export forecasts, rather than relying solely on Applicant's assumptions. Future projects requiring VLCC's may be unlikely given the recent decrease in demand for crude oil. In addition, there are two offshore terminal facilities under review that are capable of handling VLCCs. The EIS must evaluate whether there is a need for the Projects in light of the pending offshore projects.</p> <p>The revised Application does not comply with the USACE's directives regarding the purpose and need of the Project. The Application provides a much narrower purpose and need that confirms the Applicant's overall plan is directly tied to the Terminal Project on Harbor Island. The alteration to the Application – after the USACE has already determined that all three Projects constitute a single and complete project – in order to justify treating the Projects as independent suggests the Applicant is intentionally circumventing the NEPA process. Not only does the Applicant not comply with the USACE's specific instructions, but the Applicant also has not changed its intent for the overall Project.</p> <p>The Terminal Project must be subject to an EIS, along with the Channel Deepening Project and the Pipeline Project. That EIS must necessarily consider all three Projects as a single and complete project. If the USACE determines that the Projects are no longer related and that they no longer need to be considered as a single and complete Project, the USACE must notice to the public.⁵ Because this would change a previous determination already issued by USACE, we believe such notice should also provide a detailed legal justification that supports this decision</p> | Email |
| 85 | 2 | | | | | Alternatives | <p>Offshore Option: The USACE should consider is an offshore terminal designed to accommodate VLCCs, which would result in significantly fewer negative economic, environmental, and public interest impacts.</p> <p>While the application does suggest an offshore option, the alternatives analysis provided is cursory at best and relying on this analysis would fall short of the requirement for the USACE to "take a hard look" at the environmental impact of the proposed project and reasonable alternatives.</p> | Email |

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| | | Last Name | First Name | | | | | |
| 85 | 3 | | | | | DMMP HTRW | <p>It is unclear is how the USACE can permit the discharge of dredged material, when, by the Applicant's own admission, there is a practical alternative that would "require virtually no dredging."</p> <p>Any permitted discharge into waters of the U.S. ("WOTUS") must be the least environmentally damaging practicable alternative available to achieve the project purpose.</p> <p>The EIS should include an evaluation of the project alternatives in the context of the least environmentally damaging discharges in order to demonstrate the Project's compliance with the 404(b)(1) Disposal Site Guidelines. The EIS should address alternatives, including the offshore option, to avoid and minimize the discharge of 17.1 million cubic yards of clay and 29.2 million cubic yards of sand.</p> <p>Even if the USACE determines that the discharge of dredge and fill material, as proposed, is the least environmentally damaging alternative, the EIS must also address the potential impacts of contamination contained in the dredge material (discussed below in Section III(k)).</p> | Email |
| 85 | 4 | | | | | Cumulative Impacts | The cumulative impacts of all of the 3 projects must be evaluated together | Email |
| 85 | 5 | | | | | Socioeconomics / Land Use / Recreation / EJ All Applicable Resources | <p>Concerned about public interest and the project. Any benefits of the project will be primarily realized by the Port, not the public. The project will also result in long-term damage to the public's interest in healthy bays and fisheries, tourism and sport fishing, seafood production, protection of endangered species, recreation and economic security. The damage to these very public and shared interests far outweighs the benefits gained by the Applicant in deepening the ship channel so two new terminals can be built.</p> <p>The EIS must fully evaluate whether there is a public need for the proposed Projects, whether the need for the Projects can be accomplished through viable alternatives, and whether the proposed Projects will negatively affect the public use of the surrounding area.</p> | Email |
| 85 | 6 | | | | | Socioeconomics / Land Use / Recreation / EJ All Applicable Resources | <p>Concerned about wetlands and seagrass that would be affected by the project. The project does not meet the wetland characteristics found by the USACE to be important to the public.</p> <p>Biological function of wetlands will be impacted - feeding, nesting, nursery sites, endangered species.</p> <p>Redfish Bay State Scientific Area falls within the project area that would be impacted and is subject to the procedural requirements of Chapter 26 of the Parks and Wildlife Code.</p> | Email |
| 85 | 7 | | | | | All Applicable Resources | <p>The EIS should evaluate not only the impacts of increased salinity due to the discharge of concentrated salt water from the desalination plant but must also evaluate on a quantitative basis the likely effects of the proposed channel enlargement on exchanges of water, salt, organic matter, nutrients, sediment, and organisms between the Bay Systems and the nearshore Gulf of Mexico.</p> <p>The EIS must evaluate on a quantitative basis the increased risk of storm surges during hurricanes, tropical storms and other weather events due to the proposed channel enlargement.</p> <p>The EIS must evaluate the detrimental impacts on the natural wetlands, seagrasses, and scientific research areas when compared to the nonexistent impacts that would result from an offshore option. USACE must further evaluate the locations of seagrasses and wetlands and should not rely solely on the information provided in the Application.</p> | Email |

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| | | Last Name | First Name | | | | | |
| 85 | 8 | | | | | Marine Resources / EFH Water and Sediment Quality Wetlands / WOTUS | The EIS must evaluate the potential effect of the proposed Projects on the Aransas Pass inlet and how they may negatively impact migration patterns, salinity, water quality, and marine habitats. | Email |
| 85 | 9 | | | | | Marine Resources / EFH | The EIS must evaluate the negative impacts that will occur as a result of the proposed Projects on the Essential Fish Habitat and whether the Applicant has complied with applicable regulations under the MSFCA. | Email |
| 85 | 10 | | | | | Cumulative Impacts | The EIS must fully evaluate the impact of the Channel Deepening Project, as well as the cumulative impact of all three Projects, on marine and terrestrial federally-listed endangered species, including the hawksbill sea turtle, green sea turtle, Kemp's Ridley sea turtle, leatherback sea turtle, loggerhead sea turtle, whooping crane, piping plover, and red knot. In addition, the EIS should evaluate the potential impact on this unique ecosystem that is the home for so many other species that are not otherwise protected. | Email |
| 85 | 11 | | | | | Water and Sediment Quality Marine Resources / EFH | The EIS must evaluate the extent to which the proposed Channel Deepening Project, with regard to the placement of 57.1 million cubic yards of sand and clay onto the shorelines and authorized placement areas over the next ten years, and the discharge of sediment that will be driven into the Aransas Pass inlet and adjacent Bay Systems during the dredging process, along with the discharge of 96.5 million gallons per day of highly saline wastewater from the proposed desalination plant, will negatively impact water quality in these areas. Finally, the EIS should evaluate not only the impacts of increased salinity due to the discharge of concentrated salt water from the desalination plant but must evaluate, on a quantitative basis, the likely effects of the proposed channel enlargement on exchanges of water, salt, organic matter, nutrients, sediment, and organisms between the Bay Systems and the nearshore Gulf of Mexico. | Email |
| 85 | 12 | | | | | Socioeconomics / Land Use / Recreation / EJ Navigation / Transportation | <p>The EIS must evaluate how the change in depth of the CCSC may affect loss of human life, injury to humans, and destruction of homes, boats, marinas, and other infrastructure.</p> <p>The EIS should evaluate how VLCCs will affect boat traffic, boat safety, ferry schedules and related congestion patterns.</p> <p>The EIS must evaluate who will bears financial responsibility should an accident or spill occur related to the Projects. Does Applicant have the financial wherewithal to respond to an oil spill in the Aransas Pass inlet and connected Bay Systems? Has Applicant provided some sort of financial assurance to address environmental cleanup and damage to private property or will taxpayers be on the hook to pay those costs? The EIS must provide a detailed analysis of the Applicant's financial ability to adequately respond to environmental and property damage that may be caused by these proposed Projects.</p> | Email |

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| | | Last Name | First Name | | | | | |
| 85 | 13 | | | | | Socioeconomics / Land Use / Recreation / EJ | <p>Economics and Recreation: The EIS must closely analyze the Projects' impact on recreation near the proposed Terminal Project as well as the VLCC routes and associated wake effects.</p> <p>The Projects and VLCC movement will impact recreational activities near the Terminal Project and along VLCC routes, but will also impact recreational activities throughout the Bay Systems and into the Gulf of Mexico. These impacts must be discussed with reference to fluctuating seasonal use, focusing on those times when recreational use is at its highest. The EIS must also evaluate the impacts on nearby parks and wildlife centers which is known to be occupied by numerous ESA-listed threatened and endangered sea turtle and bird species.</p> <p>The EIS should also specifically look at the negative impacts that the Projects will have on the recreational fishing industry in the region.</p> <p>It is not clear that any additional projects related to VLCCs will come to fruition given the recent decrease in demand for crude oil. If no such need can be demonstrated, it would be a significant waste of tax dollars to permit and construct these Projects. Furthermore, the EIS should conduct a full economic analysis that not only considers impacts on ecotourism, fishing, and recreational activities, but also evaluates the potential negative impact of these Projects will have on existing crude oil storage facilities and other established industries in the area.</p> | Email |
| 85 | 14 | | | | | <p>Mitigation All Applicable Resources</p> | <p>The Applicant has only proposed a non-binding summary of its restoration plans to address negative impacts to aquatic resources. A more robust and binding mitigation plan is required and must be made available for public review.</p> <p>The EIS must include a functional assessment of the impacts of all dredged material disposal, including proposed benefits at beneficial use sites, as well as geotechnical analysis, settlement curves, dredging plans, construction sequencing, containment degradation, planting plans, target elevations, sediment budgets and transport modeling, and must evaluate whether appropriate ecological performance standards have been included in the mitigation plan.</p> | Email |

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| | | Last Name | First Name | | | | | |
| 85 | 15 | | | | | DMMP All Applicable Resources | <p>The EIS should evaluate the potential impacts of contamination within the material dredged from the CCSC that will be discharged into beneficial use sites or authorized placement areas. The EIS must evaluate how the dredged material will be tested for contaminants prior to placement in order to comply with the Disposal Site Guidelines.</p> <p>Concerned about the adequacy of the information provided by the Applicant with regard to the discharge of dredged material. The EIS must fully evaluate the whether the Applicant has met the legal standards required under EPA's Disposal Site Guidelines.</p> <p>The applicant should conduct a new dredge material feasibility test to confirm the material is still suitable for offshore disposal, beach and dune restoration and BU activities due to the 16-year lapse from the previous test. The applicant should provide the most recent toxicity and bioaccumulation assessment of the dredge material for the resource agencies to review. In addition, the grain size and composition of the BU material should be evaluated for each proposed placement site to ensure characteristics are similar.</p> <p>USACE must evaluate an updated dredge material test evaluating for toxicity and bioaccumulation of the dredge material to demonstrate compliance with the Disposal Site Guidelines.</p> <p>The Applicant must describe the types of estuarine aquatic habitat that will be impacted and the type of habitat that it intends to create through discharge of dredged material, including elevations of the final beneficial use site. Supporting information on compaction, dewatering, subsidence, and relative sea level rise should also be made available for public review and comment and evaluated as part of the EIS.</p> <p>The EIS should evaluate geological surveys along with the proposed discharge of dredged materials to determine the potential impacts on sedimentation patterns, turbidity, erosion, and sediment containment that could impact existing marine habitats, beach fronts, and private property.</p> | Email |
| 85 | 16 | | | | | Permit Concerns | <p>USACE must also consider whether the permit applications are consistent with one another.</p> <p>The public is entitled to notice and an opportunity to evaluate the facilities that the Port of Corpus Christi Authority and Axis Midstream actually intend to build. If these Projects are not consistent, the public is left guessing as to what is actually proposed and what the actual impacts will be. Failure to provide an accurate description of what each Project actually intends to construct and how those Projects are connected with one another prevents the public from any meaningful participation in the permitting process.</p> <p>To the extent that the permit applications for the three Projects conflict or are inconsistent, the permit applications must be resubmitted, or at the very least, revised and re-noticed. This concern also reinforces the need to consider the three Projects as a single and complete Project.</p> | Email |
| 86 | 1 | | | | 7/3/2020 | Cumulative Impacts | <p>Concerned that the projects Application does not address the potential for cumulative environmental impacts from "reasonably foreseeable future actions."</p> | Letter |

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| | | Last Name | First Name | | | | | |
| 86 | 2 | | | | | Purpose and Need | USACE has advised that the Project's interdependence on two other Harbor Island actions necessitates a review of cumulative impacts. NEPA and federal case law require that the totality of impacts from these three proposed projects be reviewed as one whole project in the EIS. Despite the Applicant's failure to address cumulative impacts, the Project, Terminal Facility, and the Pipelines are related, are reasonably foreseeable future actions known to USACE, and according to USACE, these three projects may potentially cause significant environmental effects. | Letter |
| 87 | 1 | | | | 7/3/2020 | Cumulative Impacts | Concerned that failure to properly conduct a thorough EIS that covers cumulative impacts in the entire Coastal Bend area will reduce the quality of life for Americans living in, visiting, or working in the Coastal Bend; severely degrade the environment and make it less safe; and hasten depletion of resources while thwarting efforts to enhance renewable resource usage | Email |
| 87 | 3 | | | | | Coastal Processes Hydrodynamic Salinity Modeling | Historical research on impacts of channel deepening must be used to inform modeling. The EIS needs to take into account the following and conduct extensive modeling to ensure that negative and costly impacts are unlikely to occur from the project: 1. Higher tides and increased tidal range 2. Increased height of storm surge 3. Increased frequency of nuisance flooding 4. Increased inland flooding 5. Salinity intrusion into bays and inland waterways 6. Increased sediment concentration due to dredging | Email |
| 87 | 4 | | | | | Socioeconomics / Land Use / Recreation / EJ | Small communities are not fairly treated with regard to industrial development | Email |
| 87 | 5 | | | | | Purpose and Need | A broader project purpose is required in order to examine appropriate alternatives. An alternative purpose of "promoting economic development in and resilience of Coastal Bend communities by protecting them from natural or manmade hazards" would be in better alignment with Ingleside on the Bay's goals as well as the goals articulated in the CBCOG's 2016 Comprehensive Economic Development Strategy (CEDS), which were revised in 2019 to accommodate the concept of resilience. It is important to consider how a more broadlyconceived purpose can HELP existing coastal communities rather than HARM them or make their future less certain, which can lead to lower property values and community blight – an effect currently being observed in coastal communities like ours that are still struggling to recover from Hurricane Harvey. | Email |
| 87 | 6 | | | | | Purpose and Need | The Port of Corpus Christi's economic assumptions must be scrutinized and challenged. Given the current global pandemic the economic projections by the applicant need to be scrutinized. | Email |
| 87 | 7 | | | | | Socioeconomics / Land Use / Recreation / EJ | Socioeconomic impacts must include those on coastal communities including impact on property values, shipping emergencies/accidents, oil spills, noise. | Email |
| 87 | 8 | | | | | Cumulative Impacts | Cumulative impacts from all planned activities in Corpus Christi Bay must be considered. | Email |
| 87 | 9 | | | | | Purpose and Need | In the event the channel deepening to 80' moves forward, without knowing full effects of previous channel deepening (which should be done first), there need to be mechanisms to monitor for damages or consequences, along with plans for abandonment or modification. | Email |
| 88 | 1 | | | | 7/3/2020 | Public Involvement | Request that a complete, thorough and unbiased EIS be produced in accordance with the NEPA. I and all of the citizens of the City of Ingleside on the Bay, are person(s) "adversely affected or aggrieved by agency action ... entitled to judicial review thereof." | Email |
| 88 | 2 | | | | | All Applicable Resources | Who is responsible to monitor the spills and report to the Federal authority as well as relay such pollution to the public for its own safety? What are the affects from these spills to wildlife and the environment during current and future dredging operations? | Email |

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| | | Last Name | First Name | | | | | |
| 88 | 3 | | | | | Navigation / Transportation Alternatives Mitigation | Concerned about the cumulative effect of wakes and water movement on the environment and how will this issue be remedied with or without the deepening to prevent loss of seagrass? Who is responsible for monitoring presently and in the future? What mitigation programs are proposed in the permit? | Email |
| 88 | 4 | | | | | Air Quality | Concerned about air borne particulate matter by operations that will blow the material to Ingleside on the Bay. Will this site be used for the POCCSC deepening and are studies included to understand the effects downwind where IOB is located? What contaminants are in these airborne materials and what safeguards are in place to ensure the safety of workers, residents, and all other affected parties, including boaters and recreational fishermen? Have studies been conducted to determine the health risks due to the size of the particulate material? Does this material, originally dredged from the POCCSC, contain toxic, heavy metals and particulate matter toxic to the respiratory system? Who monitors and approves this work and what data do you have regarding short-term and long-term health affects? Will this type of work be conducted in other areas with potential threats to civilian populations or to IOB that is directly affected now? Will PMx air monitors be put in place to regulate and enforce compliance? | Email |
| 88 | 5 | | | | | Air Quality | Air quality monitors deployed by IOBCWA have shown a distinct increase in nitrogen oxides (NOx), a pollutant derived from mooring tankers at the MODA terminal as well as from passing vessels and dredging operations. (See Slides #13 & #14) How will volatile organic compounds (VOC) discharges coming from vapor flashing from the tanks to the cargo tankers be contained? What about sulfur oxide (SOx) and particulate matter discharges (PMx) from ships smokestacks and loading operations during dockage levels? What effects will this have on the local communities? Are air monitors required for this permit? | Email |
| 88 | 6 | | | | | Air Quality HTRW | The Port of Los Angeles restricts docked and moored vessels from releasing toxic byproducts from their smokestacks due to health concerns in their communities. Docked vessels are required to use shore power instead of fuel burning generators. Will shore power be a requirement in the EIS permit? | Email |
| 88 | 7 | | | | | Air Quality | Reuters reports on new laws for shipping companies requiring reduced emissions of toxic sulfur fuels that cause premature deaths. (See Slide #15) Are these new global rules in place for ship traffic in POCCSC and if so, what authority regulates and imposes these new fuels law? With an increase in ship traffic forecasted and an increase in docked vessels along CCSC near the Intracoastal Waterway as well as La Quinta Channel, what studies have been conducted to determine the long-term health effects to populations in communities like Port Aransas, Aransas Pass, Ingleside, Ingleside on the Bay, Portland, and Corpus Christi? Will EIS and TCEQ require strict air monitoring in IOB, Port Aransas, Portland, and North Beach Corpus Christi as it pertains to this permit and the resultant increase in vessel traffic and dockage? | Email |
| 88 | 8 | | | | | Navigation / Transportation Coastal Processes Socioeconomics / Land Use / Recreation / EJ | Are the wake effects included in the EIS as well as the resulting economic impact to IOB? Is USACE aware of these studies and what is the scope of further studies to prevent serious loss of property and infrastructure due to ship wakes as it relates to sea level rise? The Mott MacDonald Study for IOBCWA describes the future as having a nuisance flood of 2.9' every year increasing to 3.9' return flood period by the year 2040. (See Slide #17 & #18) These flooding events do not consider the larger ships displacement that will be added on top of these flood events. Is USACE aware of this data and have plans for IOB's protection from ship traffic wakes including revetments and breakwater structures? What about the inevitable loss of property and economic loss from overtopping of bulkheads including the loss of property values? (See Slide #19) Has an economic study based upon the effects of ship traffic on local communities been conducted with the proposed permit? | Email |

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| | | Last Name | First Name | | | | | |
| 88 | 9 | | | | | Navigation / Transportation Sea Level Rise / Climate Change Coastal Processes Socioeconomics / Land Use / Recreation / EJ | We understand that the Port of Corpus Christi has multiple studies regarding La Quinta Channel's deepening and is knowledgeable as to the many issues including the ship wake effect to IOB. Are the wake effects included in the EIS as well as the resulting economic impact to IOB? Is USACE aware of these studies and what is the scope of further studies to prevent serious loss of property and infrastructure due to ship wakes as it relates to sea level rise? The Mott MacDonald Study for IOBCWA describes the future as having a nuisance flood of 2.9' every year increasing to 3.9' return flood period by the year 2040. (See Slide #17 & #18) These flooding events do not consider the larger ships displacement that will be added on top of these flood events. Is USACE aware of this data and have plans for IOB's protection from ship traffic wakes including revetments and breakwater structures? What about the inevitable loss of property and economic loss from overtopping of bulkheads including the loss of property values? (See Slide #19) Has an economic study based upon the effects of ship traffic on local communities been conducted with the proposed permit? | Email |
| 88 | 10 | | | | | Wetlands / WOTUS Threatened and endangered Species | Has an environmental impact study been conducted to determine effects to the wetland's species along the POCCSC and adjacent Corpus Christi Bay Waters? Ridley turtles and hosts of protected and threatened birds frequenting this stretch of shoreline are well documented. | Email |
| 88 | 11 | | | | | Wetlands / WOTUS Coastal Processes | Examples of erosion adjacent to current bulkheads along the shoreline of IOB are well documented. What studies have been done to eliminate this deleterious impact to wetlands and potential effects to IOB's shoreline? | Email |
| 88 | 12 | | | | | All Applicable Resources | The effects from ship displacement cause the IOB drainage systems to be a serious concern. Has this been included in the studies for economic and environmental impacts? | Email |
| 88 | 13 | | | | | Cumulative Impacts | What are the cumulative effects to Corpus Christi Bay's Water Quality as impacted from ballast release, drainage from and runoff from industries and discharge? | Email |
| 88 | 14 | | | | | HTRW | Is there a catastrophic pollution control plan for the potential for tanker collisions and spills that includes IOB and Corpus Christi Bay? Is this issue covered by the permit? | Email |
| 88 | 15 | | | | | Safety and Security | In the event of an emergency that affects health, safety, and welfare of all concerned residents such as ship collisions, oil spills, and vessel groundings, will there be an emergency alert system in place and required as a condition of the permit? | Email |
| 88 | 16 | | | | | Purpose and Need | Many of the statements and predictions on which the permit application was based have significantly change. Construction of infrastructure of any sort to support a theoretical demand that no longer exists is a bad investment and a misuse of public funds. | Email |
| 89 | 1 | | | | 7/3/2020 | All Applicable Resources | Would like to see the EIS include all the items and concerns listed by Lars M Zetterstorm, COL, in the March 7, 2019 Memorandum for the Record. This USACE memorandum has an array of concerns listed including cumulative impacts. | Email |
| 89 | 2 | | | | | Public Involvement | Lists the people that could not login or get to the login page; had failed audio and/or visual; were not able to participate for various technical difficulties. Believes the public meetings are by design (Port of Corpus Christi design), a way to limit and thwart public knowledge and input. A true public meeting would allow us time to question and raise concerns while looking the Port folks directly in the eye. We would also know who else is in attendance, but that too was kept hidden. | Email |

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| | | Last Name | First Name | | | | | |
| 89 | 3 | | | | | Public Involvement | Requesting another public meeting for this project as well as the other two projects; SWG-2019-00245, Marine Berths on Harbor Island and SWG-2018-00789, Axis Midstream. When the Covid19 crisis lessens, the community most directly affected should be allowed a public meeting here in Port Aransas, Texas. | Email |
| 89 | 4 | | | | | Public Involvement | Port slides from the first public meeting were changed for all the following meetings. Concerned the Port is not telling the truth about anything. The narration was also changed and no reference was made about P3s after the first meeting. | Email |
| 90 | 1 | | | | 7/3/2020 | Hydrodynamic Salinity Modeling | Little attention is paid to changes in hydrodynamics caused by changing the configuration of the inlet. What little mention there is applies primarily to storm surge. | Email |
| 90 | 2 | | | | | Hydrodynamic Salinity Modeling Marine Resources / EFH | Concerned about the immigration of larval stages into the estuary from the oceanic spawning grounds. Most parties acknowledge the importance of the process but a detailed assessment of the potential impact of altering the channel configuration is missing and must be addressed in the EIS for this project. A particularly important part of that process that needs to be considered in detail in the EIS is how the changed channel configuration will affect the tidal excursion (flow of water in and out of the estuary) in the inlet. | Email |
| 90 | 3 | | | | | Hydrodynamic Salinity Modeling Coastal Processes | Concern here is that as the Corpus Christi Ship Channel is deepened further (first to the now authorized 54' and then to the requested 75') that those inlets will be less likely to remain open through natural processes and would only remain open through more and more expensive dredging operations. The EIS should address (through a broad scale modeling effort) the effect of the channel deepening on these adjacent inlets and some type of economic assessment of the production loss, and thus economic cost (assuming they cannot be kept open) be developed to count as an offset to the projected economic benefit being ascribed to the project. | Email |
| 90 | 4 | | | | | DMMP Alternatives | It is essential that the claim of beneficial use should be critically examined and discarded if shown to not be valid or even exaggerated. | Email |
| 90 | 5 | | | | | Alternatives Wetlands / WOTUS Hydrodynamic Salinity Modeling | It is incorrect of the applicant to state that "much of the seagrass no longer appears to be visible within aerials", implying there is none there. That assessment is simply wrong! Field verification during the summer season would show the seagrass in the area to be strong and healthy. The EIS should provide a detailed assessment of the entire area affected by the material placement, including the number of acres of seagrass affected not just by the actual placement site but by all material movement occurring during the de-watering process and an estimate of the time for recovery, and an estimate of production lost during that recovery period. Another potentially negative effect of this placement site is related to the discussion above about tidal excursion. The construction of SS1 will extend the confined channel of the Corpus Christi Ship Channel some distance into Corpus Christi Bay (the exact detail is not clear from the rough illustration in the permit) potentially exacerbating the problem of reduced tidal excursion, and thus further reducing delivery of fish and shrimp larvae to suitable settlement habitat. The modeling effort I requested above should be run with and without site SS1 in place to examine the impact. | Email |

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| | | Last Name | First Name | | | | | |
| 90 | 6 | | | | | DMMP Alternatives Wetlands / WOTUS | That area is now an extensive seagrass/sand pocket area that is a highly productive fishing area and the proposal to put material there seems to be trading a productive seagrass meadow for a constructed marsh. The tradeoff may not be net beneficial and given t value of seagrass meadows, seems quite detrimental. The plans imply they will build only a berm to protect the area but 5' high berms do not create "marsh habitat for native shorebirds and coastal wildlife". The EIS should provide a detailed assessment of the entire area affected by the material placement, including the number of acres of seagrass affected and an estimate of the time for recovery, and an estimate of production lost during that recovery period. | Email |
| 90 | 7 | | | | | DMMP Alternatives Wetlands / WOTUS Migratory Birds / Wildlife Resources Threatened and Endangered Species Socioeconomics / Land Use / Recreation / EJ Water and Sediment Quality | <p>Description of the site neglects to point out that 57 acres of grasslands within the preserve will be impacted. Not only are grasslands critical coastal habitat but the area is an integral part of the Nature Preserve and an area regularly visited by thousands of tourists every year. The disposal area will be unusable for some period of time, possibly years, and will be very unattractive as a tourist draw in a town that almost solely relies on tourism, especially eco-tourism.</p> <p>The engineering plans do not show any berms or other mechanisms that will contain the dredge material, slurry of water and mud/sand will wash out over the large expanse of sand flat that lies behind the disposal site – where else can it go since the site is being closed off from the ship channel. This has the potential to impact threatened and endangered species habitat and many other birds. Would cover the algal mat with sediment as well.</p> <p>The EIS should provide a detailed assessment of the entire area affected by the material placement, including the number of acres of mudflat affected, including an estimate of the depth of the mud slurry and an estimate of the time for recovery, and an estimate of production lost (both biological and economic, i.e. tourism) during that recovery period.</p> <p>A chemical analysis to test for contaminants of the sediments to be deposited should be conducted before disposal and periodically during the process as the dredge moves to new sites.</p> <p>Site SS2 should be abandoned as a disposal site.</p> | Email |
| 90 | 8 | | | | | Alternatives | It is imperative that the EIS critically evaluate the claims of beneficial use of all dredge material placement sites. The applicant consistently claims that the project will not affect any marsh or seagrass since neither of those habitats occur within the immediate construction area, but the issues addressed above are in areas widely separated from the site itself and show the potential for widespread effects of the project. The EIS must address these far-field effects. | Email |
| 90 | 9 | | | | | Alternatives | <p>All the issues outlined above are largely avoided of the alternative action of putting the oil export terminal offshore is chosen over the "preferred" action. The EIS (or the applicant) should thoroughly, openly, and honestly explore the alternative actions.</p> <p>One of the alternative actions is "No Action" and that is the one the Corps should pursue for this reason: there is no demonstrated need for the project.</p> | Email |
| 90 | 10 | | | | | Alternatives | A remarkably similar project was proposed in essentially the same location in the mid 1970s. It was for a Deep Draft Inshore Port called "SuperPort". An EIS was prepared for that project in 1977 and should be referred to for this project. It is imperative for the EIS to assess the older engineering and determine why the need for a wider channel has changed (disappeared). There seems to be a real possibility that the channel slope in the new deeper but not wider channel will not be sufficient and the jetties will ultimately fail and fall into the channel. | Email |

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| | | Last Name | First Name | | | | | |
| 91 | 1 | | | | 7/3/2020 | Hydrodynamic Salinity Modeling Marine Resources / EFH | Since the proposed area of intense initial and maintenance dredging is critical fish habitat (for spawning, larval transport and egress of adults to spawn in the GOM) special care must be given in the EIS to determine how this will change survival of these critical stages. So they will need to do modelling of transport and movement as well as estimated of the losses to an essential fishery. | Email |
| 91 | 2 | | | | | Alternatives | An EIS completed in 1977 by SWRI for a similar project listed several contaminants in the sediment of the ship channel that are potentially lethal to larval fish. The EIS ins should insure that sediments in the ship channel are evaluated and the potential to harm larval stages is included with a literature review. | Email |
| 91 | 3 | | | | | Hydrodynamic Salinity Modeling Coastal Processes | A study of storm surge changes with the deepening and changed contours is needed to insure the safety of citizens of Port Aransas. This should be evaluated in relation to the surge and egress of storm water during Hurricane Harvey in 2018. Would the deeper channel bring in more water such that if it follows the path of Harvey retreats over the back of Mustang Island and into the heart of Port Aransas. | Email |
| 91 | 4 | | | | | Navigation / Transportation | An evaluation of the safety of boat traffic in the Port Aransas area should be evaluated. How will the deepened channel and increased VLCC traffic affect small fishing boats, tourist boats such as Dolphin cruises, and Party Fishing boats and thus the socioeconomic affects on the City of Port Aransas. | Email |
| 91 | 5 | | | | | Socioeconomics / Land Use / Recreation / EJ | Finally the socioeconomic affect of the Deep Port and terminal at Port Aransas on the citizensand property values and businesses of Port Aransas should be assessed. Is the value of our town devalued by the POCC Deep Port at Harbor Island and if so by how much and how can we recover? | Email |
| 92 | 1 | | | | 7/2/2020 | Alternatives | Because the proposed project would not accommodate transit of fully laden VLCCs from any existing crude oil export facilities at the Port, any cost- or safety-benefit analysis should be limited to proposed and foreseeable future projects that would accommodate fully laden VLCCs. | Email |
| 92 | 2 | | | | | Purpose and Need | The proposed crude oil export projects at Harbor Island should be included in the scope of the Draft EIS to be consistent with the purpose and need of the channel deepening project. The purpose and need statement for the EIS should be consistent with the USACE determination | Email |
| 92 | 3 | | | | | Alternatives | The proposed crude oil export projects in all phases of the CCSCIP should be included in the scope of the Draft EIS to be consistent with the purpose and need of the channel deepening project. | Email |
| 92 | 4 | | | | | Alternatives | Fully loading VLCCs from a deepwater port in the Gulf of Mexico should be included in the range of alternatives for the proposed project. | Email |
| 92 | 5 | | | | | Socioeconomics / Land Use / Recreation / EJ | Aransas and Corpus Christi Bays provide unique recreational opportunities such as boating, fishing, sailing, kayaking and birdwatching in addition to pristine environmental aesthetics from the existing natural habitats. The EIS should evaluate socioeconomic impacts not only to the recreational uses but the surrounding communities that support the activities. | Email |
| 92 | 6 | | | | | All Applicable Resources | An evaluation of direct, indirect, temporary, and cumulative impacts to sensitive coastal resources that would result from the proposed project. Detailed maps, of all interdependent projects, should include overlays illustrating the location, extent, and type of coastal resources that occur within the vicinity of the projects. This includes all aspects of the projects whether onshore, inshore or offshore. | Email |
| 92 | 7 | | | | | All Applicable Resources | Identify and describe measures that would be taken to avoid and minimize direct, indirect, temporary, and cumulative adverse effects to fish and wildlife and their habitats, including permanent and temporary impacts. | Email |
| 92 | 8 | | | | | Threatened and Endangered Species | Potential impacts to all federal- and state-listed rare, threatened, and endangered species and their habitats with a five-mile vicinity of the project. | Email |
| 92 | 9 | | | | | Threatened and Endangered Species | Potential impacts to Gulf beaches which provide critical wildlife habitat, such as sea turtle nesting areas and avifauna foraging and roosting areas. | Email |

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| | | Last Name | First Name | | | | | |
| 92 | 10 | | | | | Marine Resources / EFH | Potential impacts to commercial and recreational fisheries and associated fishing activities, including both terrestrial and aquatic access routes. | Email |
| 92 | 11 | | | | | Marine Resources / EFH | Potential magnitude of individual and cumulative impacts to plankton and zooplankton associated with all phases of the project. | Email |
| 92 | 12 | | | | | Cumulative Impacts Marine Resources / EFH | Potential magnitude of individual and cumulative impacts to egg, larval, and adult stages of fish, shellfish, and other aquatic organisms associated with all phases of the project. | Email |
| 92 | 13 | | | | | Migratory Birds / Wildlife Resources | Potential for bird and bat collisions into project infrastructure . | Email |
| 92 | 14 | | | | | Migratory Birds / Wildlife Resources | Potential impacts (physical removal of nesting habitat and disturbance from human foot traffic and machinery use) to bird nesting areas during construction and operation of the proposed project. | Email |
| 92 | 15 | | | | | Ecological Community Types | Potential impacts to native coastal prairie vegetation, including barrier island, coastal dunes, depressions, and swales. | Email |
| 92 | 16 | | | | | Ecological Community Types | Potential impacts from invasive species and an Invasive Plant Species Control Plan that includes rapid colonizers of disturbed sites, such as Brazilian peppertree (<i>Schinus terebinthifolia</i>). | Email |
| 92 | 17 | | | | | All Applicable Resources | Potential impacts to public lands and public land uses (e.g., recreation, education, wildlife habitat, conservation, etc.). | Email |
| 92 | 18 | | | | | All Applicable Resources | Potential impacts to public access to local parks, state scientific areas, paddling trails, recreational fishing, bird watching, and other outdoor nature-based activities and the development of a Public Access Plan. | Email |
| 92 | 20 | | | | | Navigation/Transportation | Use of disturbed areas or those identified for future construction as staging, parking and equipment storage sites. All access routes of ingress and egress to the project area should be delineated and no travel outside of those boundaries should be authorized. | Email |
| 92 | 21 | | | | | Coastal Processes HTRW | An evaluation of additional impacts to the inshore portions of the proposed project areas, including increased erosion and loss of shoreline stabilization from pipeline installation, increased vulnerability to oil spills from crude oil pipelines and booster stations. | Email |
| 92 | 22 | | | | | HTRW | An evaluation of impacts associated with the removal of all onshore and inshore components of the proposed project resulting from decommissioning activities. The environmental impact statement should not assume that onshore and inshore components will be abandoned in place. | Email |
| 92 | 23 | | | | | Socioeconomics / Land Use / Recreation / EJ Cumulative Impacts | An evaluation of the individual and cumulative effects of temporary and permanent impacts to recreational and commercial fishing activities including traditional access points such as public parks, kayak launch sites and recreational boat ramps, waterbodies and shorelines. | Email |
| 92 | 24 | | | | | Socioeconomics / Land Use / Recreation / EJ Cumulative Impacts | An evaluation of direct, indirect, temporary, and cumulative impacts to navigation of commercial, recreational and public vessels (boats and vehicles) that would result from the proposed project. | Email |
| 92 | 25 | | | | | Ecological Community Types Cumulative Impacts | An evaluation of individual and cumulative impacts to native woody vegetation from terrestrial land clearing activities that will not be replanted or allowed to re-establish as well as the cumulative effects of unrestored temporary and permanent impacts to tenestrial and aquatic habitats. | Email |
| 92 | 26 | | | | | Mitigation | A comprehensive Habitat Restoration Plan that details pre-construction and post-construction surveys, reference sites, methods, timing, material sourcing, duration and extent of monitoring activities, success criteria and adaptive management that will be used to fully restore each terrestrial and aquatic habitat type that may be temporarily affected by the project. | Email |
| 92 | 27 | | | | | Mitigation | A comprehensive Compensatory Mitigation Plan that details how unavoidable permanent impacts to aquatic resource functions will be offset in a manner consistent with the Final Mitigation Rule. | Email |
| 92 | 28 | | | | | Economics | In addition to abandonment in place, potential impacts and cost estimates associated with decommissioning activities that involve the removal and disposal of onshore and inshore components of the project including pipelines, booster station and other project-related infrastructure. | Email |

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| | | Last Name | First Name | | | | | |
| 92 | 29 | | | | | DMMP | A Dredged Material Management Plan for all phases/portions of the project, including decommissioning activities, that includes the size and draft of all equipment that would be used to handle excavated sediments and the minimum water depths located within the work corridors, access routes, and staging areas. | Email |
| 92 | 30 | | | | | Coastal Processes | The potential to re-suspend and redistribute contaminants (including sediments) during all phases of the project that includes facility removal during decommissioning activities; an evaluation of impacts associated with those re-suspended particles; and a plan that details the timing and specific measures that would be taken to avoid and minimize those impacts. Use of silt or turbidity barriers that will not entangle wildlife including sea turtles and manatees. | Email |
| 92 | 31 | | | | | All Applicable Resources | The potential for facility expansion, such as dredge and fill activities, additional right-of-way, deepening and widening of channels, additional storage tanks or other infrastructure and additional impacts to fish and wildlife habitat. | Email |
| 92 | 32 | | | | | All Applicable Resources | Potential direct, indirect, temporary, and cumulative impacts to sensitive coastal resources associated with future maintenance and repairs of pipelines. | Email |
| 92 | 33 | | | | | Coastal Processes | On-site stormwater management plan for Harbor Island facilities. | Email |
| 92 | 34 | | | | | Coastal Processes | Potential environmental impacts resulting from damages to the proposed project facilities by a major hurricane and a Hurricane Response Plan. | Email |
| 92 | 35 | | | | | HTRW | An Operational Spill Response Plan for the release of hazardous material should be included in the EIS. | Email |
| 92 | 36 | | | | | Marine Resources / EFH | The original DEIS did not address the discharge of ballast water due to the intention of importing crude oil, this EIS should include protocols for ballast discharge, tank washing and the prevention of aquatic invasive species for export activities. | Email |
| 92 | 37 | | | | | HTRW Mitigation | An environmental monitoring program should be evaluated to monitor ecological conditions at various locations within the project limits during both the constructional and operational phases of the deepening of the CCSC to 70 feet. The purpose of the construction phase of the monitoring program would be to measure conditions prevailing immediately prior to, and during construction to permit minimization of harmful environmental changes, as compared to preconstruction conditions. The monitoring program carried on during early operation would be undertaken to evaluate the ecological changes in the project area attributed to development of the crude oil export using fully laden VLCC' s. | Email |
| 92 | 38 | | | | | Marine Resources/EFH | TPWD offers the following recommendations and information for the purpose of avoiding and minimizing impacts to fish and wildlife resources, coastal zone uses and recreational activities within the vicinity of the proposed project: TPWD recommends the judicious use and placement of sediment control fence to exclude wildlife from areas to be disturbed. In many cases, sediment control fence placement for the purposes of controlling erosion and protecting water quality can be modified minimally to also provide the benefit of excluding wildlife access to construction areas. (see letter for details) | Email |
| 92 | 39 | | | | | Wetlands/SAV | For soil stabilization and/or revegetation of disturbed areas within the proposed project area's onshore and upland inshore sections, TPWD recommends utilizing erosion and seed/mulch stabilization materials that avoid entanglement hazards to snakes and other wildlife species. (see letter for details) | Email |
| 92 | 40 | | | | | Ecological Community Types | To the greatest extent practicable, TPWD recommends avoiding and/or minimizing clearing native woody vegetation and native herbaceous communities (e.g., native grasslands) to construct new access roads or to accommodate heavy equipment access to project sites. Wherever possible, TPWD recommends locating new access roads in previously disturbed areas, including previously cleared right-of-way's (ROWs), utility corridors, etc., or improving existing roads (e.g., private farm and ranch roads). Material and equipment staging areas should be located in previously disturbed upland areas that do not require vegetation clearing. | Email |

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| | | Last Name | First Name | | | | | |
| 92 | 41 | | | | | Ecological Community Types | <p>• TPWD recommends referring to the Lady Bird Johnson Wildflower Center Native Plant Database (available online) for regionally adapted native species that would be appropriate for post-construction landscaping of disturbed areas. For herbaceous revegetation efforts, TPWD recommends the exclusive use of a mixture of native grasses and forbs . While some introduced grasses that may be presently growing in or adjacent to the project areas can provide suitable forage for livestock and some species of wildlife with proper management, introduced species typically develop into monotypic stands of vegetation that do not provide high quality grassland habitat able to support a diversity of wildlife species. TPWD recommends that native grasses having the same desirable characteristics as introduced grasses commonly use in revegetation plans be incorporated into project planning and implemented following construction.</p> | Email |
| 92 | 42 | | | | | Environmental Concerns | The Inadvertent Returns Contingency Plan should include site specific plans for addressing returns in shallow water habitats that are in and adjacent to submerged or emergent aquatic vegetation and tidal flats. (see letter for details) | Email |
| 92 | 43 | | | | | Alternatives | Because tidal flats and coastal dune swales are difficult to replace, these habitats should be avoided to maximum extent practicable. | Email |
| 92 | 44 | | | | | Safety and Security | Particularly for inshore and onshore facilities, TPWD recommends considering appropriate lighting technologies and best management practices (BMPs) described at the International Dark-Sky Association website. Specifically, security lighting within any fenced compounds should be fully down shielded and directed away from vegetation outside of fenced areas. Security lighting around on-ground facilities should also be motion- or heatsensitive to eliminate constant nighttime illumination. For offshore lighting, lights should be shielded to eliminate both skyward and sea surface illumination (which can attract fishes and invertebrates). | Email |
| 92 | 45 | | | | | Migratory Birds / Wildlife Resources | <p>The proposed project is located in a region with very diverse habitats that are within the range and suitable habitat for many rare species and migratory birds. TPWD recommends the Draft EIS thoroughly evaluate the proposed project's potential impacts to nongame birds.</p> <p>If vegetation clearing or ground disturbance must be scheduled to occur during the nesting season, TPWD recommends the areas to be impacted should be surveyed for active nests by a qualified biologist. Nest surveys should be conducted no more than five days prior to the scheduled clearing to ensure recently constructed nests are identified. If active nests are observed during surveys, TPWD recommends a 150-foot buffer of vegetation/undisturbed area remain around the nest until the young have fledged or the nest is abandoned.</p> | Email |
| 92 | 46 | | | | | Threatened and Endangered Species | TPWD recommends reviewing the most current TPWD annotated county lists of rare species for Nueces, San Patricio and Aransas counties, as rare species could be present depending upon habitat availability. TPWD recommends the Draft EIS thoroughly evaluate the proposed project's potential impacts to state-listed species in all three project areas; onshore, inshore and offshore. Information provided in future environmental documents should be verified for accuracy and consistency with the most current list. Specific evaluations should be designed to predict project impacts upon natural resources. | Email |
| 92 | 47 | | | | | Marine Resources / EFH | Because the project would require work in and in proximity to aquatic habitats, the project should be coordinated with TPWD's Regional Response Coordinator for appropriate authorization(s) and technical guidance to ensure protection of aquatic wildlife. | Email |

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| | | Last Name | First Name | | | | | |
| 92 | 48 | | | | | Socioeconomics/Land Use/Recreation/EJ | The inshore pipeline route would utilize a 100-foot-wide construction corridor that runs parallel to and north of Highway 3 61, bisects Redfish Bay and the Redfish Bay State Scientific Area (RBSSA), and runs through the length of Lighthouse Lakes Park. Chapter 26 of the TPW Code provides that a department, agency, political subdivision, county, or municipality of this state may not approve any project that requires the use or taking of public land (designated and used. prior to the project as a park, public recreation area, scientific area, wildlife refuge, or historic site) unless it holds a public hearing and determines that there is "no feasible and prudent alternative to the use or taking of such land" , and the project "includes all reasonable planning to minimize harm to the land ... resulting from the use or taking." | Email |
| 93 | 1 | | | | | Purpose and Need | The Axis Midstream Pipeline Project, Harbor Island, Terminal and Channel Deepening project are all dependent on and related to each other. A failure to consider these permit applications together would be a failure to meet the intent of NEPA and follow the clear guidelines for NEPA review. All impacts should be evaluated together. | Email |
| 93 | 2 | | | | | Purpose and Need | The Channel Deepening application provides a much narrower purpose and need that confirms the Applicant's overall plan is directly tied to the Terminal Project on Harbor Island. No other terminals currently exist on Harbor Island, and there are no other pending/approved Department of the Army permits whose purpose is to accommodate VLCC's, so the purpose of the Channel Deepening Project is still directly tied to the Terminal Project. If the USACE allows the Applicant to proceed with the Channel Deepening Project, the Applicant will necessarily be committed to develop the Terminal Project due to the functional and economic ties between the two Projects. | Email |
| 93 | 3 | | | | | Cumulative Impacts | Even if the Channel Deepening Project, the Harbor Island Terminal Facility Project, and the Axis Midstream Pipeline Project are not considered a single and complete project (even though they clearly should be, as numerous documents from the USACE itself have already noted), the cumulative impacts of these three projects must be evaluated together. | Email |
| 93 | 4 | | | | | Wetlands / WOTUS | The project will have substantial impacts on WOTUS. | Email |
| 93 | 5 | | | | | Wetlands / WOTUS | Portions of the wetlands that may be impacted by the Channel Deepening Project are part of the Redfish Bay State Scientific Area ("RBSSA"). | Email |
| 93 | 6 | | | | | Coastal Processes | The project will impact sedimentation patterns within the Bay Systems. Maybe more importantly, the Projects will undoubtedly impact storm surge, as even more water will be pushed into the Bay Systems. For a region that was devastated by Hurricane Harvey in 2017, the impact on storm surge and safety is of utmost importance to the public interest. | Email |
| 93 | 7 | | | | | Wetlands / WOTUS | The Applicant relied on a 17-year old EIS for a previous channel improvement project and out-of-date Texas Parks and Wildlife seagrass mapping tools. They alone are not reliable sources of the locations of important habitats. There are more current data available on the locations of seagrasses from the TPWD and from scientists at Texas universities. USACE must further evaluate the locations of seagrasses and wetlands and should not rely solely on the information provided in the application. | Email |
| 93 | 8 | | | | | Water and Sediment Quality | Fails to address the impacts of the dredging operations on water quality. USACE must require the Applicant to provide a quantitative analysis and put in place specific permit conditions that address this issue. | Email |
| 93 | 9 | | | | | Coastal Processes Water and Sediment Quality | Must evaluate the extent to which the project dredging and discharge of sediment will be driven into the Aransas Pass inlet and adjacent Bay Systems during the dredging process, along with the discharge of 96.5 million gallons per day of highly saline wastewater from the proposed desalination plant, will negatively impact water quality in these areas. | Email |

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| | | Last Name | First Name | | | | | |
| 93 | 10 | | | | | Coastal Processed | Not only are storm surges likely to increase if the CCSC is deepened as proposed by the Channel Deepening Project, but the negative impacts of VLCC wake damage on recreational vessels, marinas, jetties, and other infrastructure must also be evaluated. Such impacts are clearly now to be expected and will be the direct result of the Terminal Project. | Email |
| 94 | 1 | | | | 6/16/2020 | Public Involvement | Trying to get on to the public meeting and cannot due to it's unavailability. Public meeting should be public. | Voicemail/Text |
| 95 | 1 | | | | 6/16/2020 | Public Involvement | Port Aransas resident unable to login through the WebEx portal but was unable to hear when dialed into the meeting line. | Voicemail/Text |
| 95 | 2 | | | | | Public Involvement | Concerned that the meeting isn't viable because it excludes several demographics including those that are underprivileged don't have access to internet, computer and phone technology. | Voicemail/Text |
| 95 | 3 | | | | | Public Involvement | Strongly encourages the meetings be rescheduled in person for later date. | Voicemail/Text |
| 95 | 4 | | | | | Public Involvement | Believes there is a violation of the Nepa Act 301 and people's civil rights. The Port's aggressive timeline takes precedent over that of the rights of the citizens. | Voicemail/Text |
| 96 | 1 | | | | 6/15/2020 | Public Involvement | Signed up and registered but is confused what it means to use WebEx, but on the paperwork, it shows that if I dial this number 408-418-9388, and the event number is 132-508-6035. Wants to confirm if they can use cell phone or has to download WebEx. Thank you. Can be reached at 210-240-7188. | Voicemail/Text |
| 97 | 1 | | | | 6/11/2020 | Public Involvement/ Alternatives | Unhappy with the virtual scoping meetings: technology failures, muting and unmuting features malfunctioning. Has a list of people who weren't able to connect to the meeting including John Holt. Demands an in-person public meeting. | Voicemail/Text |
| 97 | 2 | | | | | Public Involvement | Concerned that the Port of Corpus Christi is not being transparent and trying to enforce the project along with the USACE without the approval of the public. Requests that the Corps responds to the public request not to embark on this project. | Voicemail/Text |
| 97 | 3 | | | | | Public Involvement | Noticed the P-3 file was removed and the wording changed on the presentation compared to the June 9th meeting. This is important because the P3 public-private Partnerships isn't being implemented but want the public to believe there aren't any public-private partnership guidelines. | Voicemail/Text |
| 98 | 1 | | | | 6/11/2020 | Public Involvement | Technological failures: unable to get in the meeting. On the call with Cathy Fulton, Joe Krueger and Pat. | Voicemail/Text |
| 99 | 1 | | | | 6/11/2020 | Tourism and Residential Life. | Expressing probable cause of technological difficulties in the public meeting: Mentions the huge traffic of tourists and residents (usually ~ 3,500 residents but increased to ~6,500) on the island leading to a heavy burden on the internet service and cellphone service in Port Aransas. | Voicemail/Text |
| 99 | 2 | | | | | Alternatives | Enable the public to provide input and requests an in-person meeting due to insufficiency of internet infrastructure or cell phone service in Port Aransas. | Voicemail/Text |
| 100 | 1 | | | | 6/9/2020 | Alternatives | Former Merchant Marine who believes having an offshore terminal solution would be a lot better as opposed to putting the businesses against the residence and all along the Coastline. Would like to know the problems with the offshore terminal solution. They seem to be working in Algeria and in Dallas in other places. | Voicemail/Text |
| 100 | 2 | | | | | Wetlands/SAV | Analyze the offshore terminal solution before intense detail work is done about Shoreline restoration and always to bed and bath grass beds and all those things. Would like to understand all the time for you to publicize. | |
| 101 | 1 | | | | 6/9/2020 | Wetlands/SAV | Resident of Ingleside on the bay and parents bought a beach house there in 1967. Concerned that the ongoing dredging operations near the intercoastal in the Corpus Christi Ship Channel and Quinta is causing oil spill from pump barges and numerous dredge line leaks within the Bayfront. Wants to know who watches and controls this because it's a problem to our sea grass in our community. | Voicemail/Text |

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| | | Last Name | First Name | | | | | |
| 101 | 2 | | | | | Air Quality | Dirt work is underway across from Isle B causing matter to fall in the communities across our vehicles and our homes. Water truck don't seem to be used and monitored appropriately to reduce pollution. Concerns about whether there are heavy metals and other chemicals being dredged up in prior operations. | Voicemail/Text |
| 101 | 3 | | | | | Air Quality | Concerns about whether the measured increase in emissions of toxic materials from ship traffic and tankers will be looked at in the EIS study. Wants to know if the deepening of the channel directly affects storm surge and is relative to *if the* sea level taken into effect. How is the passing vessel study being utilized for the community and other low-lying communities such as Aransas Pass, Rockport, Port Aransas, Portland Flower Bluff, North Beach? How would they be impacted? | Voicemail/Text |
| 101 | 4 | | | | | Sea Level Rise/Climate Change | Aware from previous studies that overtopping of our bulkheads occur and would like to know how the relative sea-level will affect the communities. Would like to know what the Corps of Engineers and other entities are doing to help communities understand and manage this problem. | Voicemail/Text |
| 102 | 1 | | | | 6/9/2020 | Environmental Concerns | Representing the Texas chapter of the Coastal Conservation Association with the intent of highlighting concerns that the project may have on fisheries and habitat of the coastal ecosystems within and adjacent to the proposed work. This non-profit organization comprised of recreational Anglers advise and educate the public on the conservation of Marine Resources while promoting access to public resources to their benefit. | Voicemail/Text |
| 102 | 2 | | | | | Threatened and Endangered Species | The project location is within a vital connection between Corpus Christi and our anticipated systems and the Gulf of Mexico. These major base systems are home to numerous species that interest to our membership in addition to their home to varied habitat types, including oyster Reef, seagrass beds, Mudflats, hard structures, Shoreline vegetation in a unique inner title Mosaic of all that aforementioned habitats. Plainly speaking, the project is adjacent to sensitive areas of significant importance to Costa flora and fauna. | Voicemail/Text |
| 102 | 3 | | | | | Migratory Birds / Wildlife Resources | CCA Texas requests that the following be analyzed in the development of the EIS: impacts of shipway corrosion on adjacent habitats if the project were to be completed; impacts of dredging activities and increased Channel debt on the lava recruitment from offshore spawning populations of several thousand flounder net shrimp species, blue crabs and red drum. Impacts of dredging on Southern flounder during their annual migration and seasonal Arbor recruitment, the timing of relationships and she residence 25,000 miles . Impact the increased celebrities in Corpus Christi bay on the system on the sustainability of oyster reefs and then finally the inclusion of interdependent projects in the development of a singular environmental impact statement. | Voicemail/Text |
| 102 | 4 | | | | | Geology and Soils | The proposed project the construction of a Harbor Island terminal, proposed pipelines and Facilities by access midstream's across sensitive habitat types are interdependent and should be considered in a singular project when it comes to the development of an Eis as their environmental impact will certainly be cumulative and potentially devastating for the Region's natural resources. | Voicemail/Text |
| 103 | 1 | | | | 6/9/2020 | DMMP | Would like to know who monitors dredge operations and monitors the oil spills going across from Ingleside on the bay. The Dredge line leaks and there's dirt work underway in the system. How will this be enforced in Ford Edge? We have dirt work underway across the Ship Channel on Ingleside the bay and currently been impacted by dust and particulate matter that is falling on our community. Although we get water trucks in the back, blowing dust is a constant problem. And we wonder if there is going to be having another technical difficulty. | Voicemail/Text |
| 104 | 1 | | | | 6/5/2020 | Socioeconomic/Land Use/Recreation/EJ | Moved to the Corpus Christi area in 2017 and has known the area long before as child. Wants constrictions to the respect of the environment underwater specifically is retained in the PCCA deepening. Concerned that the location where the VLCCs are to be placed based on the Port's design is too close to the ferry line. Wants to know if VLCC is needed on Harbor Island and possibly even a salt water plant. | Voicemail/Text |

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| | | Last Name | First Name | | | | | |
| 104 | 2 | | | | | Marine Resorcuces/EFH | Believes the harbor will be poisoned and the harbor will be ruined along with entire estuary around it like Galveston Bay and the Houston channel as they're all connected. Fish caught from those places are poisoned beyond belief. | Voicemail/Text |
| 104 | 3 | | | | | Tourism and Residential Life. | Believes that tourism and the fishing industry in the city of Port Aransas will be ruined. Believes that Corpus Christi needs Port Aransas to survive.Wants an environmental consideration to accompany dredging the channel from whatever 54 -50-70ft. Wishes a VLCC would not be created on Harbor Islandnext to the Harbor Landing of the fairies which used to be a cruise /Casino terminal as it is beneficial to tourism. | Voicemail/Text |
| 104 | 4 | | | | | Alternatives | Suggests Ingleside as the formal Ingleside Naval Air Station or naval base station as it was where training went on for ship participants while Corpus Christi is where air participants where trained. *It closed Ingleside and the 1995 closure but my point is dead. And I know it's mostly privately owned now, especially looking they call it La Quinta terminal and the La Quinta channel. We know all that but who's behind all this LaQuinta and some other oil companies?* Suggests dredging LaQuinta Channel instead of ruining Harbor Island and the entire Estuary around Port Aransas as it has a deep history in fishing. That you are underutilizing it if you go VLCC with it. So get rid of that idea come up with some Alternatives. Desires that Corpus Christi shouldn't be turned Houston or Galveston. | Voicemail/Text |
| 105 | 1 | | | | | DMMP | Completely opposed to dredging at any location being the cause of the ruin of the Texas Gulf Coast! Expressed appreciation for the offer to receive texts. Owns two homes in Port Aransas and has been here all their life. | Voicemail/Text |
| 105 | 2 | | | | | Coastal Processes | Requests an immediate ceasure to deepening of any channels damage the Texas Coast natural environment. | |
| 106 | 1 | | | | | Public Involvement | Technical difficulty: Unable to log into the virtual meeting. | Voicemail/Text |
| 107 | 1 | | | | | Public Involvement | Technological difficulty: Unable to hear the Commander Timothy Vail. Wants to know if the meeting will be rescheduled. Would have preferred these meetings to be in-person! Feels that the PCCA and their private partners are doing this during Covid-19 so no one can be able to comment! Feels that constitutinal rights are being violated. | Voicemail/Text |
| 108 | 1 | | | | | Public Involvement | Unhappy with the public meetings and feels the public cannot view and comment. | Voicemail/Text |
| 108 | 2 | | | | | Public Involvement | States that the Port of Corpus Christi repealed the state guidelines for P3s in December of 2019 at the Port meeting. They now have no guidelines to adhere for P3s, yet in the video they imply there are P3 projects.Hopes USACE will question this fact. | Voicemail/Text |
| 108 | 3 | | | | | Public Involvement | Technological diffcultly: Unable to make comments and sat on hold and never got to make a comment. People from the Port also weren't able to login and hosted people trying to login. Demands an in-person meeting. | Voicemail/Text |
| 108 | 4 | | | | | DMMP | No mention of the Desalination plant right at Harbor Island, discharge to go into ship channel. No facility on Harbor Island that justifies a \$400,000,000 dredge. | Voicemail/Text |
| 108 | 5 | | | | | Permit Concerns | States that this is not a complete project as proposed, the marine terminal SWG-2019-00245 , and Axis Midstream SWG-2018-00789 must be included in a EIS. | Voicemail/Text |
| 108 | 6 | | | | | Public Involvement | We have the right to do comments and ask questions in person!!!!! That is our request!!! Don't allow the Port to slither under a rock! | Voicemail/Text |
| 109 | 1 | | | | | Public Involvement | Wants the meeting link sent to email as it wasn't sent at registration. | Voicemail/Text |
| 110 | 1 | | | | | Socioeconomic | Mentions that in 1977 the Southwest Research Institute prepared an Environmental & Socio-economic Report for the USACE for a similar project by the PCCA to deepen the Channel. Believes that information should help in the current effort. | Voicemail/Text |

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| | | Last Name | First Name | | | | | |
| 111 | 1 | | | | 7/4/2020 | DMMP | Resident of Corpus Christi for 20+ years requesting that all environmental impacts to water, air, land, wildlife, and local communities be adequately addressed. Concerned about the project impact on water quality and marine life from likely diesel and oil spills from dredging operations, dredge line leaks and pollution from ballast release, tank farm drainage, tanker runoff, and dredging including impact of suspended dredge materials. | Email |
| 111 | 2 | | | | | Erosion Concerns | Threats to shoreline due to erosion from larger ship wakes and water displacement as well as damaged to bulkheads, docked boats and property. | Email |
| 111 | 3 | | | | | Threatened and Endangeres Species | Threats to wildlife, in particular to shoreline birds due to the proximity of wetlands adjacent to the Corpus Christi bay waters. How much will the reduced hydraulic resistance due to the larger cross section of the ship channel contribute to:larger potential storm surge, particularly for large slowly moving hurricanes with path perpendicular to the coast and landing southward of Corpus Christi.larger inundation frequency for weather driven events combined with a somewhat increased tidal range impacting wetlands and Corpus Christi Bay shorelines in general. | Email |
| 112 | 1 | | | | 7/4/2020 | Threatened and Endangeres Species | Long-time resident of Corpus Christi requesting that all environmental impacts to water, air, land, wildlife, and local communities be adequately addressed. The following are of particular concern: | Email |
| 112 | 2 | | | | | Air Quality | Threats to air quality from blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB; VOCs discharged from vapor flashing; and sulfur oxide discharged from ship smokestacks and loading operations during dockage levels. | Email |
| 112 | 3 | | | | | Threatened and Endangered Species | Threats to shoreline due to erosion from ship wakes and water displacement as well as damaged to bulkheads, docked boats and property.Threats to wildlife, in particular to turtles and birds due to the proximity of wetlands adjacent to the Corpus Christi bay waters and of Ridley nesting grounds. | Email |
| 112 | 4 | | | | | Noise/Acoustics | Threats to local communities from light and noise pollution and property damage that can result from ship wakes and water displacement. | Email |
| 113 | 1 | | | | 7/3/2020 | Tourism and Residential Life. | Concerned that failure to properly conduct a thorough EIS that covers cumulative impacts in the entire Coastal Bend area will reduce the quality of life for Americans living in, visiting, or working in the Coastal Bend; severely degrade the environment and make it less safe; and hasten depletion of resources while thwarting efforts to enhance renewable resource usage. Related to Sec. 101 1 [42 USC § 4331] of the National Environmental Policy Act (NEPA) of 1969 | Email |
| 113 | 2 | | | | | Alternatives | Hopes that more productive purpose is derived to unite efforts toward resiliency for every community in the Coastal Bend. | Email |
| 113 | 3 | | | | | Alternatives | Project area must be the Coastal Bend region as a whole or at least the tri-county area. It is important to properly define the project area for this "channel deepening". However, efforts have been greatly accelerated through streamlined permitting and legislative changes in just the last couple of years. Nueces, San Patricio, and Aransas Counties are 3 of the 11 counties served by the Coastal Bend Council of Governments (CBCOG). At the very least\impacts on San Patricio and Aransas Counties, which immediately adjacent to the proposed Corpus Christi Channel Deepening project, need to be considered in full, along with Nueces. | Email |
| 113 | 4 | | | | | Cumulative Impacts | Historical research on impacts of channel deepening must be used to inform modeling. This Environmental Impact Statement needs to take into account the following known effects from deepening ship channels around the world over the last 150 years. | Email |

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| 113 | 5 | | | | | Socioeconomics / Land Use / Recreation / EJ | Concerned that small communities might not be fairly treated in regard to industrial development.Extra care should be taken to ensure fair treatment of small communities in the EIS process. | Email |
| 113 | 6 | | | | | Alternatives | A broader project purpose is required in order to examine appropriate alternatives. Fears that this project will hasten depletion of resources (without concern for waste, recycling, or pollution) -while thwarting efforts to enhance renewable resource usage. | Email |
| 113 | 7 | | | | | Alternatives | An alternative purpose that would allow examination of alternatives such as diversifying the economy by developing renewable energy production sites and methods; creating design and construction training and jobs for community flood protection, such as flood gates, breakwaters, living shorelines, revetments, seawalls; | Email |
| 113 | 8 | | | | | Environmental Concerns | The Port of Corpus Christi's economic assumptions must be scrutinized and challenged. It is reckless to assume that projections for global oil consumption needs and demand for greenhouse gas exports based on pre-COVID-19 times have any validity today and moving forward. | Email |
| 113 | 9 | | | | | Alternatives | Socioeconomic impacts must include those on coastal communities. Alternatives for routine dredging (such as creating fabric/fiberglass to hold walls in place) need to be a part of this EIS. Concerned that despite job creation, there is a cost of ruining the ambiance and amenities of the area or of putting coastal communities at greater risk. | Email |
| 113 | 10 | | | | | Cumulative Impacts | Cumulative impacts from all planned activities in Corpus Christi Bay must be considered. Believes it wasteful to have our State, County, or City spend money on designing and implementing drainage or flood mitigation projects without taking into account the broader federal projects underway – and vice versa – especially when there is evidence to suggest that channel deepening specifically has the potential for broad-reaching impacts on bay systems and estuaries. | Email |
| 113 | 11 | | | | | Alternatives | Mechanisms for Halting Channel Deepening should include the assessment of the full effects of previous channel deepening as there need to be mechanisms to monitor for damages, along with plans for abandonment or modification. | Email |
| 113 | 12 | | | | | Public Involvement | Suggests that in-person public meetings be implemented due to the digital divide issues.Believes that working together holistically is much more likely that we can arrive at approaches that don't just bring great-paying jobs and profits for a few, but also position the Coastal Bend as a great place to live, work, and play for many without damaging this beautiful part of the world. | Email |
| 113 | 13 | | | | | Public Involvement | Concerned about the unmitigated environmental impacts that the proposed project will have to the citizens of the City of Ingleside on the Bay. Requests that an Environmental Impact Statement (EIS) report that addressed vital issues be produced in accordance with the National Environmental Policy Act (NEPA). Who is responsible to monitor the spills and report to the Federal authority as well as relay such pollution to the public for its own safety. Wants to know the effects from these spills to wildlife and the environment during current and future dredging operations? Deep channels cut into the sea grass beds by this volume of ship wake movements are documented by aerial photos. How will this inevitable problem be remedied with or without the deepening of the PCCA to prevent loss of the vital sea grass beds? Who is responsible for monitoring presently and in the future? What mitigation programs are proposed in the permit? | Email |

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|-----------|------------|-----------|------------|-------------------------------|---------------|-------------|---|-------|
| | | Last Name | First Name | | | | | |
| 114 | 1 | | | | 7/3/2020 | Air Quality | <p>There is blowing sand and dust particulate matter from dredged material placed on spoil islands. What safeguards are in place to ensure the safety of workers, residents, and all other affected parties, including boaters and recreational fishermen? Does dredged material contain toxic, heavy metals and particulate matter toxic to the respiratory system? Who monitors and approves this work and what data do you have regarding short-term and long-term health affects? Will this type of work be conducted in other areas with potential threats to civilian populations or to Ingleside on the Bay that is directly affected now? Will PMx air monitors be put in place to regulate and enforce compliance? Air quality is a serious concern. IOBCWA in collaboration with Texas A&M Corpus Christi Environmental Sciences have deployed passive air monitors since December 2019. Results show a distinct increase in nitrogen oxides (NOx), a pollutant derived from mooring tankers at the MODA terminal as well as from passing vessels and dredging operations. How will volatile organic compounds (VOC) discharges coming from vapor flashing from the tanks to the cargo tankers be contained? What about sulfur oxide (SOx) and particulate matter discharges (PMx) from ships smokestacks and loading operations during dockage levels? What effects will this have on the local communities? Are air monitors required for this permit? The Port of Los Angeles restricts docked and moored vessels from releasing toxic byproducts from their smokestacks due to health concerns in their communities. Docked vessels are required to use shore power instead of fuel burning generators. Will shore power be a requirement in the permit? In addition, Reuters reports on new laws for shipping companies requiring reduced emissions of toxic sulfur fuels that cause premature deaths. Are these new global rules in place for ship traffic in POCCSC and if so, what authority regulates and imposes these new fuels law? With an increase in ship traffic forecasted and an increase in docked vessels along CCSC near the Intracoastal Waterway as well as La Quinta Channel, what studies have been conducted to determine the long-term health effects to populations in communities like Port Aransas, Aransas Pass, Ingleside, Ingleside on the Bay, Portland, and Corpus Christi? Will strict air monitoring in Ingleside on the Bay, Port Aransas, Portland, and North Beach Corpus Christi as it pertains to this permit and the resultant increase in vessel traffic and dockage be required?</p> | Email |

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| | | Last Name | First Name | | | | | |
| 114 | 2 | | | | | Environmental Concerns | Does the Permit consider relative sea level rise and resulting effects, including erosion, bulkhead, and property damage? Saltwater intrusion within McGloin's Bluff complex? In addition, does it take into account the already pressing effects of ship wakes and water displacement with resulting flooding to coastal communities including Ingleside on the Bay? What mitigation plans are in place to resolve these issues?We understand that the Port of Corpus Christi has multiple studies regarding La Quinta Channel's deepening and is knowledgeable as to the many issues including the ship wake effect to Ingleside on the Bay. Are the wake effects included in the EIS as well as the resulting economic impact to Ingleside on the Bay? Is USACE aware of these studies. What is the scope of further studies to prevent serious loss of property and infrastructure due to ship wakes as it relates to sea level rise? The Mott MacDonald Study for IOBCWA describes the future as having a nuisance flood of 2.9' every year increasing to 3.9' return flood period by the year 2040. These flooding events do not consider the larger ships displacement that will be added on top of these flood events. Is USACE aware of this data and have plans for Ingleside on the Bay's protection from ship traffic wakes including revetments and breakwater structures? What mitigation is planned for the inevitable loss of property and economic loss from overtopping of bulkheads including the loss of property values? Has an economic study based upon the effects of ship traffic on local communities been conducted with the proposed permit?An EIS must consider the effects to the wetland's species along the POCCSC and adjacent Corpus Christi Bay Waters? Ridley turtles and hosts of protected and threatened birds frequenting this stretch of shoreline are well documented.Examples of erosion adjacent to current bulkheads along the shoreline of Ingleside on the Bay are well documented. What studies have been done to eliminate this deleterious impact to wetlands and potential effects to Ingleside on the Bay's shoreline?The effects from the passing vessel's displaced water surges (increased by the ships bulbous bow and the resultant form effect) cause the Ingleside on the Bay drainage systems to be overrun and are a serious concern. Has this been included in the studies for economic and environmental impacts?What are the cumulative effects to Corpus Christi Bay's Water Quality as impacted from ballast release, non-point pollution, drainage from and runoff from industries and discharge?Is there a catastrophic pollution control plan for the potential for tanker collisions and spills that includes Ingleside on the Bay and Corpus Christi Bay? Is this issue covered by the permit?In the event of an emergency that affects health, safety, and welfare of all concerned residents such as ship collisions, oil spills, and vessel groundings, will there be an emergency alert system in place and required as a condition of the permit?Once again, I strongly request that a complete, thorough and unbiased | Email |
| 114 | 3 | | | | | Socioeconomics / Land Use / Recreation / EJ | The USACE should not be a part of this poorly conceived plan. An EIS will prove that it will cause harm to the regional environment and a closer review of the basis for the application in the first place would show that it will cause harm to the regional economy. | Email |
| 114 | 4 | | | | | Public Involvement | Would like to request a public hearing where the applicant should provide adequate proof and analysis that the dredging efforts will not affect the health and property of citizens that live near or on adjacent to the ship channel. Corps to require the PCCA to model the potential differences in storm surge and tide events to be provided to the public. | Email |
| 115 | 1 | | | | 7/3/2020 | Cumulative Impact | Concerned about the channel deepening project and its future impact on the community of Ingleside on the Bay. Request that studies be done prior to project implementation. | Email |
| 116 | 1 | | | | 7/3/2020 | Threatened and Endangered Species | Concerned about the destruction of fish & marine habitat. Who will oversee these environmental catastrophes, and what mitigation actions have been proposed?Shrimping: We observe shrimp boats using the channels on a regular basis. What happens to the shrimp and the livelihood of the shrimpers if this project proceeds? What environmental and/or economic studies have been done on this very important local industry? | Email |
| 116 | 2 | | | | | Water and Sediment Quality | Water pollution: With increased ship traffic of bigger, deeper & wider ships, the potential for a fuel spill grows exponentially. What mitigation plans have been formulated? | Email |

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| | | Last Name | First Name | | | | | |
| 116 | 3 | | | | | Air Quality | Air pollution: Again, bigger, deeper & wider ships naturally increase the potential for degradation of air quality. What plans have been proposed for capturing NOX and VOC discharges? As well as SOX & PMX from docking & loading vessels? | Email |
| 116 | 4 | | | | | Noise/Acoustics | Noise pollution: We have for several months experienced almost constant noise levels from dredging & pumping operations. Are there any plans for monitoring & mitigating these noise levels?Dredge Material: Where is all the dredge material going to go? We know that spoil islands have been proposed. Have there been any environmental impact studies on these spoil areas? How much sea grass will be destroyed? Have there been any mitigation plans in this regard?Finally, we are formally requesting public comment hearings so that we may be able to express our concerns either in person or by remote conferencing. | Email |
| 116 | 5 | | | | | Threatened and Endangered Species/ Tourism | Requests a comprehensive analysis id factors to be considered in this study.Fears that theeconomic losses hitting tourism and the fishing industry are not being considered. | Email |
| 117 | 1 | | | | 7/3/2020 | Hydrodynamic Salinity | Regarding the Port of CC's plans to dredge the ship channel to 80 feet deep - the "Channel Deepening project" and dredge to accommodate the large marine vessel traffic, the following are areas that need to be addressed and studied in the Environmental Impact Statement. 1. Threats to water quality (and marine life) a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging | Email |
| 118 | 1 | | | | 7/3/2020 | Air Quality | Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB. Volatile organic compounds (VOC) discharged from vapor flashing. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels | Email |
| 118 | 2 | | | | | Navigation/Transportation | Threats to shoreline: Erosion due to ship wakes and water displacement. Damage to bulkheads, docked boats, and property | Email |
| 118 | 3 | | | | | Threatened and Endangered Species | Threats to wildlife:Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters | Email |
| 118 | 4 | | | | | Socioeconomics/Land Use/ Recreation/EJ | Threats to local communities. Light and noise issues. Property damage | Email |
| 118 | 5 | | | | | Socioeconomics/Land Use/ Recreation/EJ Cumulative Impacts | We live on Bayshore Dr. and love Corpus Christi Bay with the playful dolphin families and bird life, fishing, boating, gorgeous sunsets all the special activities that living in Ingleside on the Bay a great and special place to live. We would like to request that the environmental impacts for the POCC channel deepening project be addressed before proceeding. | Email |
| 119 | 1 | | | | 7/3/2020 | Environmental | I am particularly interested in how this project will affect us and who is going to protect us: 1. what will happen to our water quality and the fragile marine life ?2. what will happen to our air quality with all the carbons discharged ?3. how will this project affect our shoreline in Ingleside on the Bay ?4. what is the threat to the dolphins and the turtles and birds and ecosystems in the area?5. what will be the effects to our quality of life with the light and noise pollution? Thank you for the opportunity to have our questions answered before proceeding. | Email |
| 119 | 2 | | | | | Opposed | Does not consent to permitting PERMIT SWG 2019 00067 | Email |

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| | | Last Name | First Name | | | | | |
| 120 | 1 | | | | 7/2/2020 | Environmental Concerns | <p>Please provide the citizens that actually reside in this area an opportunity to speak out regarding these concerns. Please do NOT allow this permit to move forward.</p> <ol style="list-style-type: none"> 1. Threats to water quality (and marine life!) <ol style="list-style-type: none"> a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Threats to air quality with resultant respiratory irritation and distress to the people <ol style="list-style-type: none"> a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB b. Volatile organic compounds (VOC) discharged from vapor flashing c. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels 3. Threats to shoreline <ol style="list-style-type: none"> a. Erosion due to ship wakes and water displacement b. Damage to bulkheads, docked boats, and property 4. Threats to wildlife <ol style="list-style-type: none"> a. Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters 5. Threats to local communities <ol style="list-style-type: none"> a. Light and noise issues b. Property damage <p>Donna & Carol Sent from my 4G</p> | Email |
| 121 | 1 | | | | 7/2/2020 | Socioeconomics/Land Use/Recreation/EJ | <p>The widening of the channel will have multiple negative impacts to homeowners and businesses in all counties.</p> | Email |
| 122 | 1 | | | | 7/2/2020 | Environmental Concerns | <p>I second all of Sheila Waltons comments below and add sublimation; a very serious issue of costal shoreline sinking because of channel dredging. Not only is the water rising because of global warming, in addition the channel dredging is causing the shoreline to sink. It is really so sad in that the ship traffic only accounts for 11th in employment in the area and is only 3rd in revenue. All parties could be served much better by deep water off shore man made islands which already exist in the US. That would end the dredging and continued costly maintenance of the channels. This would allow for ever increasing size of vessels and lessen the impact of another Valdez type of incident. The coastal bend is under attack by corporate greed by both chemical and industrial concerns when solutions to the problems are available that would be cheaper in the long run and would help prevent Corpus Christi Bay, Laguna Madre, Red Fish Bay and other prized revenue bearing areas from becoming worse than the Houston Ship Channel of the 1960's. Sincerely, James Walton On Jul 2, 2020, at 1:34 PM, Sheila Walton <sheila_walton1@yahoo.com> wrote: Below is a list of potential threats that should be studied and addressed in the Environmental Impact Statement.</p> <ol style="list-style-type: none"> 1. Threats to water quality (and marine life!) <ol style="list-style-type: none"> a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Threats to air quality <ol style="list-style-type: none"> a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB b. Volatile organic compounds (VOC) discharged from vapor flashing c. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels 3. Threats to shoreline <ol style="list-style-type: none"> a. Erosion due to ship wakes and water displacement b. Damage to bulkheads, docked boats, and property 4. Threats to wildlife <ol style="list-style-type: none"> a. Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters 5. Threats to local communities <ol style="list-style-type: none"> a. Light and noise issues b. Property damage | Email |

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| | | Last Name | First Name | | | | | |
| 123 | 1 | | | | 7/2/2020 | Cumulative Impacts | In regards to this permit, I am requesting that all environmental impacts to water, air, land, wildlife, and local communities be addressed. Thank you. Phillip McMulin Resident, Ingleside on the Bay | Email |
| 124 | 1 | | | | 7/2/2020 | Environmental Concerns | Below is a list of potential threats that should be studied and addressed in the Environmental Impact Statement. 1. Threats to water quality (and marine life!) a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Threats to air quality a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB b. Volatile organic compounds (VOC) discharged from vapor flashing c. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels 3. Threats to shoreline a. Erosion due to ship wakes and water displacement b. Damage to bulkheads, docked boats, and property 4. Threats to wildlife a. Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters 5. Threats to local communities a. Light and noise issues b. Property damage | Email |
| 125 | 1 | | | | 7/2/2020 | Environmental | I live and own property on the Corpus Christi Ship Channel at 541 Channel View Drive in Port Aransas, Texas. I fish in these waters and eat the fish that I catch. I swim and play at the beach daily. I have many concerns regarding the dredging of the ship channel, some of which are addressed below. Below is a list of potential threats that ought to be studied and addressed in the Environmental Impact Statement. 1. Threats to water quality (and marine life!) a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Threats to air quality a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB | Email |
| 126 | 1 | | | | 7/2/2020 | DMMP | My comments on the channel deepening project: The channel deepening project is unnecessary as better alternatives exist (off shore terminal). The environmental damage caused by the dredging itself as well as ongoing maintenance dredging as well as additional damage caused by larger ships and more traffic is too costly. Local air quality will suffer as a result of vessel traffic and loading operations facilitated by the channel deepening project. The deepening project, allowing larger vessels, will result in damage to the shoreline and bulkheads. Would the deepening project impact storm surge in the area? -- Mark Wysocki 720.320.8344 ICE IM: mwysoki1 Yahoo! IM: mark_wysocki | Email |

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| | | Last Name | First Name | | | | | |
| 127 | 1 | | | | 7/2/2020 | Opposed | <p>OPPOSE</p> <p>I oppose the dredging to 80 ft and widening of the channel.</p> <p>There are alternatives of moving the product. "Take it Offshore"</p> <p>Why should one entity, POCC, decide and demand that their interest in the channel supercedes us all. Will taxes be increased to offset the expenses of moving buried utilities for example.</p> <p>Will the ferry landing be able to operate the same. Will the structures of the ferry need to be adapted to the changing pressures of the water movement.</p> <p>What about all the studies already paid for that advised us how to build our structures according to the current conditions. Will our structures still meet the engineering requirements if the channel is deepen. It is a long process. Now that structures were built, will they withstand.</p> <p>I have read many articles telling me why this is a bad idea. Doing this only benefits profits for the few involved massive oil companies. It does nothing for the people who live and work around the island and surrounding communities. It will put an undue hardship on everyone in the State of Texas and beyond who come to this channel. The enviromental impact could change why people come here. If the fishing is bad, if the beaches are washing up oil residue byproducts and making our beaches ugly. Everyone will want to know if the sand is contaminated. If people stop coming to this area, where will they go. Port Aransas ranks #3 nationally for best destinations. If ferry wait times increase, people spend too much time waiting in line and will hence stop coming.</p> <p>What concerns me</p> <p>The Port will never stop industrializing the area.</p> <p>Light pollution, Noise pollution, increased oil related traffic</p> | Email |
| 128 | 1 | | | | 7/2/2020 | Ecological Community Types | <p>Please just put a hold on the dredging until we can get better Environmental Studies done. We are all far the industry that is helping our lifestyles, but we also are concerned about our ecosystem please just slow it down until better technology or better information is available</p> | Email |
| 129 | 1 | | | | 7/2/2020 | | <p>Please see my comments contained in the Word Document attached. Respectfully; Encarnacion Serna Jr.</p> | Email |

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| | | Last Name | First Name | | | | | |
| 130 | 1 | | | | 7/2/2020 | Opposed | <p>I OPPOSE this Permit Application</p> <ul style="list-style-type: none"> - A public hearing should be held for this permit application - A full EIS should be carried out - This project should be considered in conjunction with all other permit applications for Harbor Island related to the creation of an oil export terminal and dredging of the Corpus Christi Ship Channel to 80 feet. <p>Concern Pertaining To Port of Corpus Christi's 80 foot "Channel Deepening" Project :</p> <ol style="list-style-type: none"> 1. Dredge spoil material may contain toxic material <p>Dredge spoil "placement areas" WILL negatively impact area's natural resources, negative impacts upon area endangered species (e.g. Whooping Cranes, Kemps Ridley Sea Turtle, Eskimo Curlew)</p> <ol style="list-style-type: none"> 2. Wakes from larger tankers and increased traffic will increase erosion and damage to area properties and infrastructure along channel 4. Ferry service will be interrupted due to proximity to VLCC tanker turning basin 5. Increased risks of oil spills/toxic pollution/fires near residential and recreational areas 6. Increasing channel depth could increase storm surge and intensity 7. Damages to seagrass beds from initial and maintenance dredging (sediment suspension & light attenuation) 8. Negative impacts upon a tourism economy that is based upon fishing, birding, eco-tourism 9. Negative impacts upon Port Aransas property values/tax base 10. Disruption of migration of fish and crustaceans through Aransas Pass Channel into / from the bay system | Email |
| 131 | 1 | | | | 7/2/2020 | | <p>Dear Mr. Jayson Hudson (USACE, Galveston District, Regulatory Branch),</p> <p>Attached are my comments regarding the Port of Corpus Christi Channel Deepening EIS Project as of today (7/2/2020).</p> <p>Feel free to reach out by email if you have any questions or are interested in further discussions about the potential impacts of these projects on the health of local ecosystems, fisheries, and coastal communities. Please note that I've also provided a list of baseline studies that are needed to perform a comprehensive EIS.</p> <p>Sincerely,</p> <p>Brad Erisman, PhD Fisheries Ecologist Port Aransas, TX 78373 (Attachment Included)</p> | Email |

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|-----------|------------|-----------|------------|-------------------------------|---------------|----------|--|-------|
| | | Last Name | First Name | | | | | |
| 132 | 1 | | | | 7/2/2020 | Opposed | <p>re: PERMIT NUMBER SWG-2019-00067</p> <p>I OPPOSE this Permit Application On the following grounds.</p> <ul style="list-style-type: none"> - A public hearing should be held for this permit application - A full EIS should be carried out - This project should be considered in conjunction with all other permit applications for Harbor Island related to the creation of an oil export terminal and dredging of the Corpus Christi Ship Channel to 80 feet. <p>Main Reasons Of Concern Pertaining To Port of Corpus Christi's 80 foot "Channel Deepening" Project :</p> <ol style="list-style-type: none"> 1. Dredge spoil material may contain toxic material 2. Dredge spoil "placement areas" could negatively impact area's natural resources 3. Wakes from larger tankers and increased traffic will increase erosion and damage to area properties and infrastructure along channel 4. Ferry service will be interrupted due to proximity to VLCC tanker turning basin 5. Increased risks of oil spills/toxic pollution/fires near residential and recreational areas 6. Increasing channel depth could increase storm surge and intensity 7. Damages to seagrass beds from initial and maintenance dredging (sediment suspension & light attenuation) 8. Negative impacts upon a tourism economy that is based upon fishing, birding, eco-tourism 9. Negative impacts upon Port Aransas property values/tax base 10. Disruption of migration of fish and crustaceans through Aransas Pass Channel into / from the bay system 11. Air pollution from oil tankers and historical lack of TCEQ enforcement 12. Altered hydrology of the entire bay system from the creation of 80' deep channel | Email |

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| | | Last Name | First Name | | | | | |
| 133 | 1 | | | | 7/2/2020 | Opposed | <p>re: PERMIT NUMBER SWG-2019-00067I OPPOSE this Permit Application- A public hearing should be held for this permit application- A full EIS should be carried out- This project should be considered in conjunction with all other permit applications for Harbor Island related to the creation of an oil export terminal and dredging of the Corpus Christi Ship Channel to 80 feet.Main Reasons Of Concern Pertaining To Port of Corpus Christi's 80 foot "Channel Deepening" Project :1. Dredge spoil material may contain toxic materialhttps://www.tceq.texas.gov/assets/public/comm_exec/pubs/gbnep/gbnep-23/gbnep_23_81-111.pdf https://nctc.fws.gov/Pubs2/ci/AransasDredge.pdf https://www.tceq.texas.gov/assets/public/comm_exec/pubs/gbnep/gbnep-23/gbnep_23_81-111.pdf 2. Dredge spoil "placement areas" could negatively impact area's natural resources https://www.tceq.texas.gov/assets/public/comm_exec/pubs/gbnep/gbnep-23/gbnep_23_81-111.pdf https://nctc.fws.gov/Pubs2/ci/AransasDredge.pdfhttps://www.sciencedaily.com/releases/2019/03/190327152854.htm 3. Wakes from larger tankers and increased traffic will increase erosion and damage to area properties and infrastructure along channelhttps://link.springer.com/article/10.1007/s12237-017-0245-y https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5663627/ https://www.sciencedirect.com/science/article/abs/pii/S1001605814600792 4. Ferry service will be interrupted due to proximity to VLCC tanker turning basin https://www.topoquest.com/map.php?lat=27.85218&lon=-97.07089&datum=nad27&zoom=16&map=auto&coord=d&mode=zoomin&size=m http://portofcc.com/wp-content/uploads/PortofCorpusChristi-StrategicPlan-small.pdf pg 64 5. Increased risks of oil spills/toxic pollution/fires near residential and recreational areas https://www.marsh.com/us/insights/research/environmental-risks-at-ports-and-terminals-grow.html http://www.ukmarinesac.org.uk/activities/ports/ph6_2_1.htm https://www.aeroqual.com/ship-pollution-port-air-quality https://www.nrdc.org/sites/default/files/ports2.pdf https://www.youtube.com/watch?v=3GL7Azr5S_U&feature=youtu.be&fbclid=IwAR3JhoI4EAL4Wgn4n8BnpsG3FeIBSL6mN6vnYmQwMNIT2V1QafwR1ZQaKs http://ireader.olivesoftware.com/Olive/iReader/SanAntonioExpressNews/SharedArticle.aspx?document=SAEN%5C2019%5C03%5C21&article=Ar01903&fbclid=IwAR3pgASOt_dPoWUVr66eseV_qiy-ue4Fu8MHPdZdUpacVUEJncAeQmHzZBo http://www.texasstandard.org/stories/some-confused-mistrustful-after-conflicting-reports-of-health-hazards-from-deer-park-petrochemical-fire/?fbclid=IwAR0rQf_u6gYCw1k9wvXCjTzQuW4pZ3Vi0cNcVecTYYbsqLPnuYCEXb4m</p> | Email |

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| | | Last Name | First Name | | | | | |
| 134 | 1 | | | | 7/2/2020 | Environmental Concerns | <p>To Whom It May Concer: Texas Campaign for the Environment wants to go on record regarding potential threats that ought to be studied and addressed in the Environmental Impact Statement for Permit Number SWG-2019-00067.</p> <ol style="list-style-type: none"> 1. Threats to water quality and marine life <ol style="list-style-type: none"> a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Threats to air quality <ol style="list-style-type: none"> a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB b. Volatile organic compounds (VOC) discharged from vapor flashing c. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels 3. Threats to shoreline <ol style="list-style-type: none"> a. Erosion due to ship wakes and water displacement b. Damage to bulkheads, docked boats, and property 4. Threats to wildlife <ol style="list-style-type: none"> a. Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters 5. Threats to local communities <ol style="list-style-type: none"> a. Light and noise issues b. Property damage <p>Robin Schneider Executive Director Texas Campaign for the Environment</p> | Email |
| 135 | 1 | | | | 7/2/2020 | Threatened and Endangeres Species | <p>I request that all environmental impacts to water, air, land, wildlife, and local communities be addressed in the impact statement. Robert Graham</p> | Email |
| 136 | 1 | | | | 7/1/2020 | Environmental Concerns | <p>Please consider the following issues as you review the permit for widening and deepening the channels in Corpus Christi Bay and surround areas.</p> <ol style="list-style-type: none"> 1. Threats to water quality (and marine life!) <ol style="list-style-type: none"> a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Threats to air quality <ol style="list-style-type: none"> a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB b. Volatile organic compounds (VOC) discharged from vapor flashing c. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels 3. Threats to shoreline <ol style="list-style-type: none"> a. Erosion due to ship wakes and water displacement b. Damage to bulkheads, docked boats, and property 4. Threats to wildlife <ol style="list-style-type: none"> a. Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters 5. Threats to local communities <ol style="list-style-type: none"> a. Light and noise issues b. Property damage | Email |

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| | | Last Name | First Name | | | | | |
| 137 | 1 | | | | 7/1/2020 | Environmental Concerns | <p>Please consider the following points as you consider approval of the Port of CC request for expanding shipping channels.</p> <ol style="list-style-type: none"> 1. Threats to water quality (and marine life!) <ol style="list-style-type: none"> a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Threats to air quality <ol style="list-style-type: none"> a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and IOB b. Volatile organic compounds (VOC) discharged from vapor flashing c. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels 3. Threats to shoreline <ol style="list-style-type: none"> a. Erosion due to ship wakes and water displacement b. Damage to bulkheads, docked boats, and property 4. Threats to wildlife <ol style="list-style-type: none"> a. Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters 5. Threats to local communities <ol style="list-style-type: none"> a. Light and noise issues b. Property damage <p>Thank you. Wes Williams Ingleside on the Bay, TX</p> | Email |
| 138 | 1 | | | | 7/1/2020 | Water and Sediment Quality | <p>I live in Ingleside on the bay. Please do not destroy our base system. It is the basis of some of our lives. So please don't let anything happen can let our Waters become contaminated. Thank you for your interest in this matter. Charlotte Lawrence, 4400 Woodhaven, Ingleside on the bay</p> | Email |

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| | | Last Name | First Name | | | | | |
| 139 | 1 | | | | 6/30/2020 | Environmental Concerns | <p>To whom it may concern,</p> <p>I would like to officially register my comments regarding the Port of Corpus Christi (POCC) Channel Deepening Project and the development of an Environmental Impact Statement (EIS).</p> <p>The Environmental Impact Statement for the proposed project must include studies regarding potential threats to:</p> <ol style="list-style-type: none"> 1. Water (and the marine life within!) <ol style="list-style-type: none"> a. Diesel and/or oil spills from dredging operations b. Dredge line leaks c. Pollution from ballast release, tank farm drainage, tanker runoff, and dredging 2. Air <ol style="list-style-type: none"> a. Blowing sand and dust particulate matter from containment dikes on the spoil island across from MODA and Ingleside on the Bay b. Volatile organic compounds (VOC) discharged from vapor flashing c. Sulfur oxide and particulate matter discharged from ship smokestacks and loading operations during dockage levels 3. Land <ol style="list-style-type: none"> a. Erosion due to ship wakes and water displacement b. Damage to bulkheads, docked boats, and property 4. Wildlife <ol style="list-style-type: none"> a. Proximity to Ridley turtles and hosts of protected and threatened birds in the wetlands adjacent to the CC Bay waters 5. Local Communities <ol style="list-style-type: none"> a. Light and noise issues b. Property damage <p>In addition to addressing the potential threats to water, air, land, wildlife, and local communities, I ask that the Environmental Impact Statement designate the agency responsible for monitoring the effects of the Channel Deepening Project on each of the afore mentioned entities. Finally, I request that the Environmental Impact Statement additionally identify the agency responsible for oversight to ensure that</p> | Email |

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| | | Last Name | First Name | | | | | |
| 140 | 1 | | | | 6/30/2020 | Coastal Processes | <p>To the U.S. Army Corps of Engineers, Galveston District. We, the undersigned members of the Executive Committee of the Sierra Club Coastal Bend Group, wanted to comment on the U.S. Army Corps of Engineers, Galveston District Environmental Impact Statement for the Port of Corpus Christi Authority Channel Deepening Project:</p> <p>(1) The Environmental Impact Statement for the Port of Corpus Christi Authority Channel Deepening Project should not be considered in isolation. There are many Port of Corpus Christi projects which are interrelated and are all in service of one goal - the continuing industrialization of Harbor Island. All of the projects will require permitting since none of them make sense in isolation. An EIS should be written which takes all of the projects, and their cumulative and significant deleterious environmental impacts, into account.</p> <p>(2) Some of the projects which are involved, in addition to the channel deepening dredging project, are the desalination plant on Harbor Island, the AXIS Midstream Export facility on Harbor Island, the pipelining through Redfish Bay, Lone Star Ports crude oil terminal on Harbor Island, etc. These should all be part of one EIS, because when the cumulative, synergistic impact is taken into account the result is the destruction of an entire ecosystem that is beloved by all residents of the Coastal Bend.</p> <p>(3) There is a continuing, headlong rush by the Port of Corpus Christi and vested interests of the petroleum industry to turn the Coastal Bend into a huge area of petrochemical plants, pipelines and massive oil tanker ports. There are other examples of such metropolitan areas and rest assured that if the citizens of Corpus Christi were really fully informed of what is going on, they would not be for it by a long shot. The Sierra Club Coastal Bend Group will do everything it can to keep the citizens of this uniquely beautiful area of the United States informed of what is being done by these vested interests that ensures the destruction of everything that we treasure about our community and environment.</p> <p>Members of the Executive Committee of the Sierra Club Coastal Bend Group: James Klein Teresa Klein Teresa Carrillo Lois Huff</p> | Email |
| 141 | 1 | | | | 6/24/2020 | Threatened and Endangeres Species | I have attached CCA Texas's comments for the Channel Deepening Project draft EIS scope. Thank you for the consideration. | Email |
| 142 | 1 | | | | 6/15/2020 | Alternatives | Agrees with the rational movement of hydrocarbons in their various forms. It is a statistical certainty that accidental discharge of the products will occur. The least damage of said discharge would be offshore so that the natural bacterial degradation would occur in a large body of water rather than in a confined bay system. It is also much safer to move the hydrocarbon by pipeline than movement by ship after loading in said bay system full of critical habitats. The fewer handlings of the product the less chance of the accidental discharge we all worry about. The logic of the aforementioned reasoning leads one to the conclusion that a pipeline should be built. Therefore the excessive deep dredging and all of it's known and unknown risks can and should be avoided. | Email |
| 143 | 1 | | | | 6/4/2020 | Socioeconomics/Land Use/ Recreation | <p>The channel being the entrance to the estuary system makes it an important and delicate area for many endangered and protected marine species with Whooping Cranes frequenting this area.</p> <p>The opposition to this and other projects seems to have been characterized as Port A locals who don't want their little town changed. This is untrue & unfair. Port A attracts thousands of visitors from across Texas and much further. The COVID-19 pandemic showed us just how important this area is to so many; the beach was one of the few places people felt they could safely enjoy nature with safe social distancing.</p> <p>Why spoil this delicate pristine area when safer alternatives are obviously available?</p> | Email |

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| 144 | 1 | | | | 6/4/2020 | Permit Concerns | Project should not be permitted due to several projects proposed for Harbor Island and the ship channel require a comprehensive EIS of the entire Corpus and Aransas Bay system. | Email |
| 145 | 1 | | | | 6/1/2020 | Threatened and Endangered Species | The estuaries that are the habitat of several Endangered species including the Whooping Crane will be negatively affected. The detrimental effect on the life cycle of countless plants and animals that live in these estuaries will quickly move up the food chain and ultimately affect humans. It will reduce fishing success, reduce tourism, and reduce the pristine appearance of the scenery. Bigger ships create more problems that will destroy the homogeneous current estuaries. | Email |
| 145 | 2 | | | | | Alternatives | Much larger wake causing larger and faster shore erosion, larger volume of water causing more storm surge, and larger volume of water adding to more extensive flooding. For these reasons and many more that I am not mentioning, please save our beautiful Coastal Bend and do not allow this dredging permit. There are other alternatives that are much less damaging. | Email |
| 145 | 3 | | | | | All Applicable Resources | It appears that a full EIS for the entire Aransas Bay system will not be accomplished. In view of the environmental degradation that might accompany this project, the EIS should be expanded to cover the entire bay system. | Email |
| 146 | 1 | | | | 5/29/2020 | Threatened and Endangered Species | This project would allow fully loaded VLCCs in the channel and water displacement would create waves that would wash the bulkheads and jetty, possibly causing loss of life. | Email |
| 146 | 2 | | | | | Threatened and Endangered Species | "Beneficial use of Spoil" needs to be addressed with a written of action and subsequent EIS. It is problematic as it benefits when sea grass beds and marine larvae are in peril. | Email |
| 146 | 3 | | | | | Environmental Concerns | With the 54 ft. dredge depth still in the future, dredge permits should only be considered when this phase is done to realize a better understanding of environmental effects not until a terminal facility permit has been approved. | Email |
| 146 | 4 | | | | | Public Involvement | Feel that despite the approval of virtual meetings, the USACE should reevaluate these permit application public meetings and redo the process with in-person meetings and commenting. | Email |
| 146 | 5 | | | | | Public Involvement | I submitted comments online when I signed up. He is not addressing previous comments that were submitted. What happened to those? | Email |
| 147 | 1 | | | | 6/9/2020 | Alternatives | Does anyone know if part of the EIS process is to evaluate the environmental impact of alternatives to the project? i.e. an offshore terminal that total eliminates the reverse lightering process AND the VLCCs entering the channel. 4 | Email |
| 147 | 2 | | | | | Public Involvement | Unfortunately, some of these slides are too blurry to read. Hopefully they are available elsewhere. I hope the technical difficulties are resolved for the rest of these virtual meetings...but I agree with the person who said that it might be best to extend the scoping period so that in-person meetings could be held. Are these meetings recorded for later viewing? This remote meeting setup would be good, if it worked, for those of us who don't live close by, but I think the local residents deserve the chance to comment in person. Only 50 or so viewed this one...I think that number of people could meet safely somewhere. | Email |
| 148 | 1 | | | | 6/9/2020 | Public Involvement | And the timing of POCCA lawyers sending out Discovery emails concurrently. I feel they are laughing at us. | Email |
| 149 | 1 | | | | 6/9/2020 | Public Involvement | I'm on virtual meetings all the time, throughout the day. For the next ones you host, two suggestions: 1) Consider using a more modern web conferencing platform like Zoom or GoToWebinar. The cost is negligible for an audience of this size. 2) Try to test calling in as a user and see if it works for the caller and the users on the call. We do this 45 min ahead of the scheduled time. | Email |

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| | | Last Name | First Name | | | | | |
| 150 | 1 | | | | 6/9/2020 | DMMP | First, the current dredging operations that are undergoing -- that are ongoing near the intercostal and the Corpus Christi Ship Channel as well as (Indiscernible) is causing some issues within our bay front here. First off, we've had some oil spills that have come off some of the pump barges. We also have numerous dredge line leaks. I'm just wondering who actually watches this and controls this because this becomes a problem to our seagrasses and our community. | Email |
| 151 | 1 | | | | 6/9/2020 | Water and Sediment Quality | Also, there's dirt work underway in the Corpus Christi Ship Channel across from IOB, and we're being impacted by dust and particulate matter that's falling in our communities and across our vehicles and our homes and so forth. Although we see a water truck, it doesn't seem like it's used very often. I'm wondering who is actually monitoring this, and does this dust contain heavy metals or other chemicals that have been dredged up in prior operations. | Meeting Comment |
| 151 | 2 | | | | | Air Quality/ HTRW | We're also concerned about the emissions of ship traffic, and I know that loitering makes sense. But we also have tankers that are bored down the street from, and we have actually measured some increase in some toxic materials coming from those ships. Will that be looked at in your EIS study? | Meeting Comment |
| 151 | 3 | | | | | Sea Level Rise/Climate Change | We also want to ask about the deepening and the direct effect of what's going to happen with storm surge with this deepening of the channel. Is relative sea level taken into effect. And I know you mentioned that you're going to have a passing vessel study. But how is that being utilized for our community and other low-lying communities such as Aransas Pass, Rockport, Port Aransas, Port of Flour Bluff, North Beach? How are these people -- how would they be impacted? | Meeting Comment |
| 151 | 4 | | | | | Sea Level Rise/Climate Change | We do know from previous studies that over-topping of our bulkheads occur now. How is that going to -- how are we going to be more affected with relative sea level, and what is the Corps of Engineers and other entities doing to help us understand and manage this problem. That is my comment. I will send in some written comments in addition to these. | Meeting Comment |
| 151 | 5 | | | | | Public Involvement | Okay. This is a really silly process of getting public input. All those people beforehand that couldn't get on have really good things to say. And so this does not -- not achieve the bar of public input. It's ridiculous. | Meeting Comment |
| 152 | 1 | | | | 6/11/2020 | Marine Resources/EFH | So a couple things. Number one, the 54-foot dredge only took in account Corpus Christi Bay. It didn't even show Aransas Bay as part of this area, scoping area. This 80-foot dredge must take into consideration all of Aransas Bay. Even -- even the Aransas National Wildlife Refuge is related to this inlet as sea crabs and larvae and fish move in and out of this inlet. And the destruction of this inlet to 80 feet is going to have a negative impact over a much broader area. So you definitely need to expand the scope. | Meeting Comment |
| 152 | 2 | | | | | Permit Concerns | Secondly, this canal is not being built just for the hell of it. It's being built to service oil export facilities that have also permits by the U.S. Army Corps of Engineers. All of these permits need to be rolled up into one, and the EIS needs to cover not only the channel, but the Access Marine permit, the Lone Star permit, Port of Corpus Christi Permit, the TCEQ Desal permit, the pipeline permits, and everything that is being designed and built to establish this oil export facility that happens to be within the city limits of Port Aransas and right across from the playground at Roberts Point, absolutely industrializing a recreational and a natural area. | Meeting Comment |
| 152 | 3 | | | | | Hurricane and Flooding | The fact that the arguments that the Port makes that this was once an industrial area is laughable. My great grandfather was a commissioner of the Port for 30 years. They abandoned Harbor Island on purpose. It's exposed to hurricanes, flood events, it's -- with sea rise, it's becoming an even more perilous location to industrialize. So that's another major point. | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 152 | 4 | | | | | All Applicable Resources | The other one is, in your participating and commenting parties with the state, I would include UTMSI and the Heart Institute at A&M besides just the other state agencies you list. And then I would also include another area of NGOs that should be part of this EIS. And I would include organizations like The Nature Conservancy, the CCA, Aransas Mission, NEAR. There's a lot of people that have a lot of information and resources that can be helpful. | Meeting Comment |
| 152 | 5 | | | | | DMMP | In addition to the things that James just mentioned, I realized in your presentation the amount of dredge material to be moved says that it did not include the overdredge material. We've noticed that in the 54-foot dredge already, it's -- they've done every bit of 60 feet. So they need -- you need to up your numbers on the dredge material that is going to be produced. | Meeting Comment |
| 153 | 1 | | | | 6/11/2020 | Navigation/Transportation | In addition, I think there needs to be navigational studies of a very congested intersection between the Aransas Channel, the entrance channel, the Lydia Ann Channel, and the Corpus Christi Channel. That is a thoroughfare of commerce, recreational fishermen, commercial fishermen, barges, everything. And if that is where it's going to end and where VLCCs are going to turn around, it will be an obstruction to navigation. And we've heard that the possibility, if it does get too congested, then individuals would have to call the harbor master to get permission to cross the channel and it would be shut down during times of when these ships are coming in and out, as opposed to now where a boater just can move around a ship. | Meeting Comment |
| 153 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ | The -- I think in the economic numbers that the Port of Corpus Christi presented on their video are bullshit, and please write that into my comment. Because they are taking in the entire state's economic numbers of this oil and gas industry. That you need to look at how it is directly affecting the numbers, the dollars, in the tourism industry, the boat makers, the fishing equipment makers, everybody involved in -- whose economics are going to be affected by this. Also, how this affects this project, deepening the harbor only helps the Port of Corpus Christi and one or two other private businesses that are in partnership with them. And how is it going to reduce the VLCC traffic to the existing private industries who have invested a ton of money on their own, and how the VLCCs at Harbor Island to fill up is an unfair advantage from the private industry. We -- we conservatives do not believe that government should be out competing with private industry. | Meeting Comment |
| 153 | 3 | | | | | Environmental Concerns | The other thing is, is that I -- everybody keeps touting that the EPA is going to be monitoring things, and -- but in your executive order that you've cited, we've heard that those monitoring things will be restricted and removed. So we need some alternatives at who is going to be monitoring those things and not just trusting the EPA. We need -- if the EPA is designed to take care of our environment, but they're being torn apart and their -- their rules are being lowered; their standards are being lowered. And we need something that has higher standards. | Meeting Comment |
| 153 | 4 | | | | | Public Involvement | The first thing I want to say is that when I registered for this, it said that the meeting was at 4:00 p.m. New York time. So the first eight speakers you listed, I believe, were on at 4:00 p.m. New York time, which is 3:00 p.m. our time. I don't believe that you met the public meeting -- oh, I can't remember the words -- the public meeting, what is it, Section 327.11, public notice. The June 9th meeting was a joke. This one when you registered it gave the wrong time. I think you should seriously consider rescheduling all of the meetings so that everybody has a chance to talk. I'm not happy that the attendee list is hidden. In a public meeting, I would be able to see the other individuals sitting next to me. And I can't see any other attendee except for the ones that are paid to be here. And that is crap. That is not a public meeting. | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 154 | 1 | | | | 6/11/2020 | Navigation/Transportation | Other concerns I have specifically about the 80-foot dredge would be ferry traffic to Port Aransas, how that would affect Port Aransas economy. We're a tourist town and a fishing town, and as Tammy said, if we can't have fishing vessels, boat traffic moving in and out, that's going to have a negative impact on Port Aransas economy, which is completely ecotourism. | Meeting Comment |
| 154 | 2 | | | | | Cumulative Impacts | Like James King said, I think the cumulative impacts of all of these projects should be considered at once, not one piece at a time. If Corpus -- the Port of Corpus Christi wants to do something with Harbor Island and the Corpus Christi Ship Channel, create an overall picture. Show us what it looks like and then start there. Don't piecemeal this together and drop one bomb on us after the other and try to confuse everybody so that they can't keep up. That's not transparent, and it's not harboring a trusting relationship. | Meeting Comment |
| 154 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | Additionally, I believe you're in danger of violating the NEPA Act. Section 101 of NEPA states, or sets forth, a national policy to use all practical -- practical means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare to create and maintain conditions under which man and nature exist in productive harmony. In no way, shape or form should the Port's aggressive timeline outweigh that of the citizens' rights to use the land. | Meeting Comment |
| 154 | 4 | | | | | Economics | Additional concerns I have would be erosion to bulkheads. The question I have is, the oil export weighed heavier. You talked about how much oil export has went up in the last 12 months or is expected to go up. Does that outweigh the damage that that can cause? I'll send further comments via email. | Meeting Comment |
| 154 | 5 | | | | | DMMP | I have two residences right on the Corpus Christi Ship Channel as it intersects the Lydia Ann Ship Channel going back up to Rockport, so I face what has already been some significant dredging in front of our home. I must -- I guess I can't say this without being sarcastic, but I must tell you that the Port of Corpus Christi is causing me to be more of an expert, for lack of a better choice of words, for someone that builds doors for a living, on trying to protect the property around our two homes. Not just this dredging event that you all are asking for public comment on, but obviously all the balance of industrialization that is going on or being at least anticipated by the Port of Corpus Christi at Harbor Island. | Meeting Comment |
| 155 | 1 | | | | 6/11/2020 | Public Involvement | And I would also echo earlier comments made, that this is a horrible methodology to get public comments if you really care about them. And to absolutely miss the comments of many folks because of a timing issue that you had, or some other technical issue, is -- is -- I guess it's unforgiveable unless you intend to make that time up later on. I also think a public forum is significantly more important for such an important -- well, certainly what you all are proposing. And I would hope that you would consider that for -- and I know this may not be part of what you are considering -- but certainly the form is for the upcoming preliminary hearing, or a meeting that you intend to have. | Meeting Comment |
| 155 | 2 | | | | | Threatened and Endangered Species | I have 57 seconds left. I wanted to make a comment about the damage that was caused in the dredging in the Miami port that ultimately caused the destruction of over hundreds of thousands of coral heads. Now, I know everyone regrets that that that occurred, but they're dead and they're gone. I understand that the contractor ended up going to prison for falsely stating whatever it is that caused that decision to be made. But I think whoever is making this decision -- and I guess we'll be an expert when it's all over -- needs to consider the dramatic environmental impact that is going to be caused by dredging this. So I'll leave that. My comments are done. Thank you, and I hope you'll consider this. | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 155 | 3 | | | | | Purpose and Need | My first comment is that the purpose and needs statement must allow for the consideration of an alternative based on an offshore port. And my reading of the current purpose and needs statement suggests that it does allow for that, but again, it's very important I think that it does -- that that statement will allow for consideration of an offshore alternative. | Meeting Comment |
| 156 | 1 | | | | 6/11/2020 | Purpose and Need | My second point is that while that appears to be the case, the existing purpose and needs statement does not reflect a single and complete project, which the Corps wrote a letter on February 19, 2019, basically stating that fact, that this one public notice, which this EIS process is based on, does not represent a single and complete project. The Corps told the applicant that all three of the separate proposed actions under three separate public notices, needed to be considered as a single and complete project. And that is not the case currently. So the purpose and needs statement is deficient, severely deficient in that respect, and is not consistent with previous core determinations. | Meeting Comment |
| 156 | 2 | | | | | DMMP | So moving along, after those two big issues, the EIS should include dredging material testing results and decisions based on those results for public review and comment, particularly all dredge material from on or near Harbor Island, which is known to be contaminated. So depending on the proposed disposal method, those dredge materials need to be tested appropriately according to the correct manual, and that information needs to be made available in the EIS for review and comment. The fact that Harbor Island is known to have been contaminated in the past underscores how important that is. | Meeting Comment |
| 156 | 3 | | | | | ODMDS | Let's see. Physical and ecological impacts of the proposed dredge material disposal at in-shore dredge material disposal sites needs to be disclosed. Physical and ecological impacts of proposed dredge material disposal at beneficial use sites needs to be disclosed. The public notice that we previously commented on did not have -- had almost no information regarding what was proposed to be done at the beneficial use sites. That's unacceptable for -- for a public notice, much less any -- | Meeting Comment |
| 156 | 4 | | | | | Tourism and Residential Life. | I'm stepping outside so I don't get any feedback. I've lived in Port Aransas for 40 years, and there has been nothing to the industry over there for years and years. It's like James said, it's almost laughable that they keep saying that it -- it was. Nothing's been there for years. Our town has grown to multi-million-dollar tourisms and our fisheries and our estuaries and all of our sea life. | Meeting Comment |
| 157 | 1 | | | | 6/11/2020 | Hurricane and Flooding | And 80-foot dredge, nobody's ever done that anywhere. So how do you know what's going to happen with that? I mean, you know, the tidal effects, when hurricanes come, is it going to flood us more? I just don't know what's going to happen with that. | Meeting Comment |
| 157 | 2 | | | | | Navigation/Transportation | You know, the Port of Corpus Christi is 18 miles up the channel. That's the Port of Corpus Christi. We're at the mouth down here at the channel, you know, and then we just have a huge recreation and fisheries and everything else going on. And for them, because they bought a 244-acre piece of property, to all of a sudden want to put four VLCCs, one on | Meeting Comment |
| 157 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ Ecological Community Types | The people of the state of Texas come to Port Aransas and half of them are here right now. I mean, they come here to vacation. This is their vacation spot. And we don't need any industry right there on Harbor Island. Nobody's against oil and gas. We just don't want this project right there on this island because it's going to totally affect so many different things, all the sea life, the turtles. Aransas where the larvae flow and everything come in. From 150 miles I think we're one of the only places here on the coast that the larvae flow and the crab and the shrimp, they all come in and they all go up into these bays. And if you do that, I mean, if you put a desal or the VLCCs or dredge this -- this dredging product -- project which nobody in the United States has ever done, how do you know what that's going to do? | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 157 | 4 | | | | | Permit Concerns | And all these projects that they want to do on Harbor Island, there's so many different ones, they all need to be connected into one permit. Nobody has even mentioned about the desal, you know, the permits for that, access midstream, all of it. So it all needs to be connected together. That's all I have to say about that, and Port Aransas deserves better. And -- and we need to protect what's important to all the people of the state of Texas. | Meeting Comment |
| 157 | 5 | | | | | Public Involvement | My name is Cathy Fulton and I live in Port Aransas, Texas. I know that I'm supposed to be saying what I want to recommend for this EIS, but the first thing I'm going to have to recommend and tell you right now is number one -- let's see. I've got a list of at least 20 names, and I already know of three or four people, who still can't get in to even this meeting at the moment. This is going on constantly. Number two, this should be considered a -- this -- this needs to be stopped. This should all be stopped until such time we can actually meet in public. Number three, I would like to say, scoping meetings are also about allowing questions, not just give our comments. Okay. | Meeting Comment |
| 158 | 1 | | | | 6/15/2020 | Public Involvement | Moving on, number four, let me just also tell you that at the first meeting back on the 9th, there was a slide up there that said that the Port was an economic development agency specializing in P3s. But then, after I sent Sean Strawbridge and all the Port commissioners and Sarah Garza an email saying, "Well, isn't that interesting that you all claim you specialize in P3s, but you've repealed all your P3 guidelines back at the end of December." The next thing you knew at the next virtual BS meeting, there all the P3 -- slide mention of P3s was removed entirely. | Meeting Comment |
| 158 | 2 | | | | | Opposed | Now, I am going to recommend that the U.S. Army Corps of Engineers, that you guys -- I'm going to say this -- are being lied to. And I believe that this all needs to be brought to a stop because of the fact that the Port of Corpus Christi is not being upfront and honest. And this has become a huge waste of time. | Meeting Comment |
| 158 | 3 | | | | | Permit Concerns | Moving on, let me also say this. None of these current applications deal -- mention anything about the de-salinization plant that would be right there adjacent to all of this oil production and development. And the problem with that is, is you know, that's a big problem, especially when you're looking at almost 100 million gallons a day of brine being discharged right there in the ship channel. None of this is factored into the -- not even mentioned by the Corps in any of your correspondence, which I have like 500 pages of your correspondence. | Meeting Comment |
| 158 | 4 | | | | | Hydrodynamic Salinity Modeling | Let me also say the desktop study that you all mention here, it's just that -- a desktop modeling. Big woo. It's not real. It's fake. And it doesn't account for anything. That should all be thrown out. | Meeting Comment |
| 158 | 5 | | | | | Environmental Concerns | The first thing I'd like to say is that this EIS process is being pushed through down our throats. The 54-foot channel has not even been dug. So any damage that could be done to the ecosystem will not be taken into account. The 54-foot dredge should be done first before ever considering an 80-foot dredge. | Meeting Comment |
| 159 | 1 | | | | 6/15/2020 | All Applicable Resources | UTMSI have plenty of studies that they would like to start, beginning with the consortium of independent stakeholders -- not the Port of Corpus Christi-preferred stakeholders -- but the public preferred stakeholders. And they are planning on meeting in the fall, and they're going to analyze what should and should be studied. And you've had a list of all those things, and instead of one little company making all these decisions, all these scientific and financial experts should be able to contribute to this conversation. | Meeting Comment |
| 159 | 2 | | | | | DMMP | Geologic studies on the one-to-three ratio in the entrance channel is unbelievable. We need geologic studies from major institutions who know how to study this. Once again, economic sustainability. The dredge is going to cost \$400 million, from 54 all the way -- well, to the current 60, 54, and then the 80. It's going to be a huge port to process for the U.S. government. | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 159 | 3 | | | | | Purpose and Need | Desal plant does not -- or -- and all your EIS keeps referring to Corpus Christi Bay -- not Aransas Bay, or Copano Bay, or the Aransas National Wildlife section. Your purpose and need says that it's not located in a sensitive area. That's -- that's incorrect. So, yes, you do need to study. It says the proposed project does not require access or proximity to within a special aquatic site. Yes, it does. It's -- it's the junction of three important channels for biological diversity. | Meeting Comment |
| 159 | 4 | | | | | Purpose and Need | I'm calling on behalf of TEAC, Texas Energy Advocates Coalition. We support the Port's project for many reasons. First and foremost, while I understand that there's a lot of people that live in Port A and really want to protect the environment -- it's mostly known for a tourist attraction and it's a beautiful place. I live on Copano Bay. And you know, being a part of making sure that everything is done properly and protecting the environment is very important to me as well. However, for the greater good and looking who the partner would be that would partner with Port A, is very important in my opinion. Port has many years of having the great reputation dealing with many, many governmental agencies, and that should be taken into consideration for the fact that the last partners you guys had, maybe you guys weren't so happy with. So looking at the Port and understanding how they do take the environment very carefully into consideration, they have a great track record. But not to mention, let's also talk about the environmental -- I mean the economic impact to the region, not just in Port A. | Meeting Comment |
| 160 | 1 | | | | 6/15/2020 | Safety and Security | To bring in these big VLLC ships and to be able to have them access through Port A is vital. Earlier, a speaker discussed there is no need for 4.5 barrels coming in. Excuse me, billion barrels. And I -- I don't agree with that. I think it's a matter of national security. I think if you look at the expectation global-wide, there is a huge uptick that's going to happen and we need to be a part of it. If you look at Dynamic Steel (sic) that moved into Sinton, and they also are a great company. They take the environment very seriously and will be a great economic impact for that town. Port A has a great partner in the Port of Corpus Christi. But I also really want to go back and discuss that it is a matter of national security. We do live on one planet. It's important that we take the environment seriously. But when you look - if you'd rather have China or India, two of the biggest polluters on the planet, taking the crude and distributing it from them -- which they do not care anything about the environment whatsoever -- I think we need to look at good partners like the Port of Corpus Christi. We need to look at the environmental impact not just to Port A, but to the entire coastal bend region. | Meeting Comment |
| 160 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ | We need to attract universities that will come to Port -- to Corpus Christi and invest in building great universities so our children will not leave and go to San Antonio or Houston to get a good education, but they can stay right here in Corpus Christi and get a quality education and stay here. It's about developing the coastal bend area, and it's time to do it. The time has come. It's necessary. | Meeting Comment |
| 160 | 3 | | | | | Ecological Community Types | I just want to get back on touch with the last comment that I heard. Apparently, she's out of touch with the Port Aransas and the people of Port Aransas. The Port doesn't give us any jobs over here. Sinton is a long ways away. And we do protect our environment, and we do have Texas A&M and we have University of Texas, universities here, and they've been here for years. And they have done study after study on this whole environment and this whole ecosystem, how the larvae come up into the bays, and et cetera and et cetera, you know. It's almost laughable. | Meeting Comment |
| 161 | 1 | | | | 6/15/2020 | Socioeconomics/Land Use/Recreation/EJ | The fort, the Harbor Island, is 1000 feet from Roberts Point Park where our kids play and everything else. The ferry landing is right there. On your fact sheet, you already list Access Midstream as a company already, or -- an industrial compound already over there. So what's up with that? What facts are those? | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 161 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ | But anyway, Port Aransas has a huge tourism base, and we -- it's millions and millions of dollars. And it's grown to that because there's -- they took out all those storage tanks and everything off Harbor Island years ago. That's not been anything but a -- a gambling ship was there for a few years, and that's all it's ever been for 20, 25 years. | Meeting Comment |
| 161 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | There's not been anything else there. It does not -- there are not that many jobs that are going to come out of this Port of Corpus Christi on Harbor Island. All that is, is the Barry brothers and the Port of Corpus Christi doing a public-private partnership, which shouldn't be going on. | Meeting Comment |
| 161 | 4 | | | | | Tourism and Residential Life. | Yeah. We have a -- all of our employment here is based on tourism, and it's all over the coastal bend on these waters. It's Aransas Pass, it's Rockport, it's Ingleside on the Bay, it's Port Aransas. I mean, we just have millions and millions of people that come here. This is the state of Texas vacation spot. And the Port doesn't pay us any taxes; it never has. And | Meeting Comment |
| 161 | 5 | | | | | Public Involvement | I'm the chair of the Planning and Zoning Commission of Ingleside on the Bay, and I'm also a member of the Ingleside on the Bay Coastal Watch Association board of directors. And I appreciate the comments that have come before, especially the last speaker, Jo. But I'll add some additional concerns. First of all, I'm having trouble finding the slides and the studies and supporting documents that have been mentioned in the PowerPoint. So if maybe that could be made readily available, I'd appreciate that so that we can incorporate some of the information that was shared in our written -- in written comments that we'll also be providing, such as the pilot study you mentioned and the passing vessel analyses that have been going on. | Meeting Comment |
| 162 | 1 | | | | 6/15/2020 | Public Involvement | I was also wondering how notice is provided to our city of Ingleside on the Bay, when it comes to projects like this. Because I do feel like Ingleside on the Bay, especially, has been left out of some of these important meetings and opportunities for comment. And I wondered how we could see comments that have already been made and will be made as a result of the comment period. So by after July 3rd I'd like to see them, but I like hearing -- or seeing the comments that have been made so far. | Meeting Comment |
| 162 | 2 | | | | | Noise/Acoustics | In terms of specific concerns to our city, just in general about the channel deepening, is I would like to say that all cities that are touched by the channel deepening project should be reached out to, and some of the concerns include the dredging disruption to our communities, the noise and the visual impact of seeing dredgers on these -- on these schedules of dredging, to keep the channel deep. | Meeting Comment |
| 162 | 3 | | | | | Air Quality | The boating safety has been mentioned but also the air quality from these ever-larger ships. The increased potential for being a terrorist target and explosions and spills. When they're larger, they just sound scarier. So I want to make sure that those are taken into account in the EIS. | Meeting Comment |
| 162 | 4 | | | | | Hurricane and Flooding Tourism and Residential Life | And also the potential impact of storm surge from hurricanes. I didn't know if maybe there's even an opportunity here that there would be flood gates installed as part of a channel deepening project, so that we are protecting the bay, the inner bay. I know it may not do much for some of the outlying areas, but in the bay there might be an opportunity. But I'm concerned about this very deep channel of water coming toward us in a storm surge. So those are just some of them. And I - just in general, I'd love for us to think about the coastal bend as more of a tourism destination rather than a big place for these extremely large ships. And thank you. | Meeting Comment |
| 162 | 5 | | | | | Public Involvement | I live in Port Aransas. I have to tell you, these -- this form of public meeting is beyond disturbing. There are so many people that cannot access this. I would beg the Army Corps of Engineers to stop this and reschedule it for a time where we can ask questions and have discussions. | Meeting Comment |

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| 163 | 1 | | | | 6/15/2020 | Socioeconomics/Land Use/Recreation/EJ Ecological Community Types | I think all of the public comments I've heard to this point are aligned with mine. This was the first time I've heard anybody say, okay, yeah, you should look at the Port as a good neighbor, other than Sean Strawbridge. The Port isn't listening to us, so to that person -- the Port isn't listening to us. We asked for the same things, over and over and over. They spit out some that has nothing to do with our best interests in mind. And I don't mean our, like Port Aransas. I mean, all of these towns on the bay system. The wildlife, the fishing, they talk about money and jobs. How does it impact the environmental tourism jobs? I think that out of the two, the environmental tourism jobs are going to last longer. I mean, certainly you're not seeing news articles (indiscernible) people getting laid off from tourism or fishing guides, or blah-blah-blah, like you're seeing from the big oil companies. | Meeting Comment |
| 163 | 2 | | | | | Marine Resources/EFH Navigation/Transportation | On top of that, the eco-tourism doesn't impact the environment this way. You don't have to have an environmental scoping meeting to go fishing. I'm afraid that the increased traffic from an 80-foot dredge would slow down our fishing. Not just because of larval flow and effect on marine life, but just traffic in this small area. It's a bottleneck getting through here. I don't know if anybody has even been through it to look -- from the Army Corps of Engineers -- to even look and see what it is. But I invite you down. My god, I'll take you out on the boat or a plane and show you what we're looking at. This is a tiny area. It's right across from our park. I think that as Tammy said, we should really look at the effects that the 60-foot dredge has had on the bay system, fishing, ship wakes, et cetera, before we move on to an 80- foot. I mean, you guys are really putting the cart before the horse here. I know that the Port is trying to push it through, but I do not understand how the Port's agenda can outweigh the citizens' rights. | Meeting Comment |
| 163 | 3 | | | | | Public Involvement | This is a pain to get into. I mean, you're not hearing from that many people. Six people signed up. What about underprivileged people or elderly people? You're not giving them access to these meetings. I think you're probably on the verge of violating civil rights at this point. Thank you. | Meeting Comment |
| 163 | 4 | | | | | Socioeconomics/Land Use/Recreation/EJ | Formerly I lived in Valdez, Alaska. That name should strike the terror into the hearts of any oil company. And you can see the disaster that was created. That was a tourism city. That was a fishing city. And the oil spill in -- in Valdez destroyed both those industries for many, many, many years. So I hope you'll consider that first, economic impact. | Meeting Comment |
| 164 | 1 | | | | 6/15/2020 | Public Involvement | This meeting format is not user-friendly to anyone including people who are very familiar with computers. So we had two public officials that have tried to -- tried to weigh in, twice. City -- City officials, Shannon Solimine and Joan Holt. Neither have been able to access this. 4.5 billion gallons of oil, I think you need to recalculate. Things have changed quite a bit in the last month or two. | Meeting Comment |
| 164 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ | Healthcare is the number one industry in the Corpus Christi area. Tourism is the number two industry in the Corpus Christi area. Do not let the Port fool you into thinking they are the economic driver. | Meeting Comment |
| 164 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | This -- this project would not eliminate reverse lightering. All it would do is give the Port and their cronies a monopoly and cut off upstream producers who have invested millions in storage and -- and loading. | Meeting Comment |
| 164 | 4 | | | | | Alternatives | And their private money. Are you considering all the proposed projects in this Environmental Impact Statement? Because there are multiple, multiple projects proposed mostly by the Port. The de-salination, dredging, and other de-salination projects up at La Quinta Channel. This is just -- we really need true public meetings where we have more time, where we can ask questions, and where the real public -- not just those with the right computer access --can participate. | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 164 | 5 | | | | | Public Involvement | In addition, this WebEx has tried to invade some of our people's contact list. That is very disturbing. I was assured that this was not going to happen, and someone just had to deny that access when they were trying to weigh into your meeting. Please rectify these problems. Have public meetings in Port Aransas and consider all the proposed projects and true scientific information, not just desktop modeling. | Meeting Comment |
| 164 | 6 | | | | | Socioeconomics/Land Use/Recreation/EJ | <p>I am with Texas Energy Advocates Coalition, and we are a supporter of this project for many reasons. Before I go into why I'm supporting the Port initiative, I want to also state, though, that I do have a home in the area. I live on Copano Bay, right on the water, so the environment and keeping our beaches pristine and watching out for wildlife and taking care of our area is very important to me as well.</p> <p>However, for the greater good of the region and to look and to see what a great stellar reputation that the Port has had, I feel comfortable in saying that the Port's efforts to prioritize and protect the waterways has always shown that they have that priority, not to mention the fact that they contribute to local, regional, and national income. That's just a fact.</p> <p>Through the developments though, the Port is proposing this channel to deepen it to 80 feet, given them the capacity to take the fully latent, Very Large Crude Carriers, the VLCC, to Harbor Island.</p> | Meeting Comment |
| 165 | 1 | | | | 6/16/2020 | Socioeconomics/Land Use/Recreation/EJ | So let's talk about that real quick. Gulf of Mexico and this project is vital. It's a matter of -- first of all, the Port is the number one exporter of (indiscernible). It's a net exporter, and it is on this path to continue to support, not just the economic growth for our region but for the state of Texas. | Meeting Comment |
| 165 | 2 | | | | | Safety and Security | It also, though, in my opinion, a matter of national security. We really need to be the provider of our energy needs for us and for the world. This avoids the opportunity for us to have to get into unnecessary wars all over the planet with having to fight wars for oil. We all know that this has been happening. | Meeting Comment |
| 165 | 3 | | | | | Safety and Security | There's also several pipeline projects that have also been in the works from Eagle Ford to Permian Basin in that are connecting into the Port or Harbor Island. Therefore, while it's 54-foot channel depth, this deeper port is absolutely necessary, and it's going to also improve the safety and efficiencies of waterborne (indiscernible) as well. | Meeting Comment |
| 165 | 4 | | | | | Safety and Security | So you know, there's that, and then there's -- let's go back to the national security issue quickly. We want to take on the national debt, and we should, and this -- having them do this would definitely help secure that, along with taking -- sorry -- along with making sure that we're looking at importing our oil from us and not from other countries like Russia or Saudi Arabia. | Meeting Comment |
| 165 | 5 | | | | | Hurricane and Flooding | And lastly, you know, like I said, living in Copano Bay and having a town that was wiped out by Hurricane Harvey, not having any stores or lights in our little town because they were wiped out by Hurricane Harvey. We have still not come back from Hurricane Harvey, and here comes COVID-19. And all I'm saying is that we need to look at different (indiscernible). Stellar record, and it should be considered. It knows how to work with government agencies, and has a long track record (indiscernible). Thank you. | Meeting Comment |
| 165 | 6 | | | | | Socioeconomics/Land Use/Recreation/EJ | And I am also a member of the TEAC, the Texas Energy Advocates Coalition. I'm a supporter of the project. I became fascinated with the growth of the Port and how exciting it is for Texas, for our nation. I was really intrigued by it that I decided to pick up and move my family here so we could be a part of it. With all the expansion we're doing with this, it's bringing opportunities for myself, other workers, my children, bringing more money into the schools, just trying to provide a better future for our nature. | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 166 | 1 | | | | 6/16/2020 | Safety and Security | And as like Kim said with national security, I think that's real important that we become a country that can support ourselves and also not rely on world trade. But I'm all for it. I'm going to keep it short and sweet. But thank you for holding this, and I'm glad to be a part of it and learn what all is going on. | Meeting Comment |
| 166 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ | Look, I'm also kind of speaking on regards to TEAC. And I've spent a lot of time in this community, all the way back to the days of my employment with the Refinery Terminal Fire Company where I spent a lot of time on some fires on some of the dock facilities there and have been a part of this community for a long time. I'm also a vice president of Emergency Service District Number 1 for (Indiscernible) County. And so the last 15 years I've actually spent in the oil field. I see the values of what this project can do, you know, across the board. | Meeting Comment |
| 167 | 1 | | | | 6/16/2020 | Mitigation | The one thing that jumps up to my ear is the whole regulatory compliant side of what we want to accomplish here, which also includes, you know, risk mitigation to make it comfortable for the community and all the stakeholders on really document and keeping real-time progress of the project moving forward, where we have some expertise that could help with that process. I think it's a great thing. I've kind of (indiscernible) exposed and drawn into this, and so we're definitely going to be a support and help any way we can. | Meeting Comment |
| 167 | 2 | | | | | Cumulative Impacts | My name is Errol Summerlin. I live at 1017 Downey Drive in Portland, Texas. I plan on submitting some written comments, but wanted to submit these oral comments here today; and I thank you for the opportunity. I tried last time, by the way, and I -- for some reason, you all couldn't unmute me apparently, but that's water under the bridge. The Port of Corpus Christi is the applicant here, and I think it's important to understand their overall objective and obtain the permit and the combined impacts of several initiatives that are interdependent on each other. Without one, it makes no sense to pursue the others. All of these initiatives culminate at Harbor Island, and the combined impacts and cumulative effects of all of them must be considered in the EIS. Those initiatives include the construction of a large crude oil terminal on Harbor Island that will require unprecedented destruction of Harbor Island with additional dredging and material placement areas, materials that remains contaminated from previous operations on the island, and material that the railroad commission said could not be relocated from one section of the island to another. | Meeting Comment |
| 168 | 1 | | | | 6/16/2020 | Socioeconomics / Land Use / Recreation / EJ HTRW Cumulative Impacts | It requires the berthing of VLCCs and a narrow channel where vessel traffic is at an all-time high. The emissions from the VLCCs will be 1000 feet from a major recreational hub for residents and visitors to Port Aransas. It then requires a supply of crude to this new terminal, and that is being conducted under a separate project being undertaken by access midstream that will require additional construction of pipelines through Redfish Bay State Scientific Area to reach the terminal on Harbor Island. The inclusion of the seawater desalination facility on Harbor Island should also be included in the EIS, as it will include the discharge of brine concentrate into the same channel in which all the other activity is being conducted. The Port's ultimate objective is to achieve all of these initiatives and their corresponding cumulative impacts must be included in the EIS. | Meeting Comment |

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| 168 | 2 | | | | | Cumulative Impacts | <p>Finally, I also believe there is another project that must be included in the analysis, and that's the Port's application for a core permit to widen and deepen the La Quinta Channel. This project will also have serious impacts on the aquatic life and nurseries, and the placement of the dredge material must be considered in conjunction with the dredging activity in the subject EIS. It appears that at least one of the placement areas for the dredge material from La Quinta is also designated as a placement area in this EIS.</p> <p>The Port of Corpus Christi believes there are no boundaries to what it can do. The Army Corps needs to reel them in and send them a clear message that their power as a navigation district has limitations when they're combined activities impact.</p> | Meeting Comment |
| 168 | 3 | | | | | Public Involvement | <p>First of all, I'd like to say that these meetings, there a lot of people that can't get on today for some reason or other, and not everybody has great Wi-Fi or computers or all that, so I think these meetings are really against all -- violating a lot of our rights.</p> | Meeting Comment |
| 169 | 1 | | | | 6/16/2020 | Alternatives | <p>Secondly, we are not against oil and gas. We're not totally against oil and gas, but Port Aransas is 18 miles from the Port of Corpus Christi. And the Port of Corpus Christi bought that property in Port Aransas. We didn't go up to the Port of Corpus Christi. We're not against everything that Port of Corpus Christi is doing. Harbor Island is just a terrible place for desalination, VLCCs terminal. They'll be on either side of our ferry system, which has been there forever, and it's just a terrible place. We have hurricanes here, and after Hurricane Harvey, you can completely see what happened there.</p> | Meeting Comment |
| 169 | 2 | | | | | HTRW Alternatives | <p>So you know, we've grown into -- nothing has been on Harbor Island for years, 25 years. I mean, it's -- and it's due to the contamination of the island. It's not just against oil and gas. There's a huge problem with Harbor Island, and it's only 244 acres that the Corpus Christi owns there. And they want to put a desalination plant, four VLCCs berths, what else? A couple other things. But anyway, it's just a terrible spot for it. Scientists have been studying this area for 30 years plus, and they can't all be wrong. They just can't all be wrong.</p> | Meeting Comment |
| 169 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ Marine Resources/EFH | <p>And Port Aransas has grown into a huge destination, a tourist destination with the fisheries, and the estuaries, and all the fish larvae come in through that channel and go up into all the bays, Redfish Bay, up to Rockport, Aransas, Ingleside. And to survive, what they want to do at Harbor Island, it won't survive. And there have been plenty of studies done on this. And I just wish you all would take another look.</p> | Meeting Comment |
| 169 | 4 | | | | | Cumulative Impacts | <p>And nobody has done an 80-foot channel, nobody. And so they don't even know what the effects of that is going to be. They haven't even finished the damn 54-foot dredge must less sitting here doing all these permits right now for a damn 80-foot dredge. I mean -- and the millions and millions of dollars it's going to keep that current.</p> | Meeting Comment |

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| 169 | 5 | | | | | Public Involvement | <p>And I want to thank you for the opportunity to speak to you all. I think it's a wonderful idea to have a virtual meeting in these times. But unfortunately, it has not been very effective, and many people have had a lot of frustration trying to get on, stay on, speak. I didn't even - I didn't even hear the first person who spoke, even though she spoke louder the second time you talked to her.</p> <p>So that being said, I think it's very essential that we have a public meeting set up where people can actually come together, voice their opinions, have the support of each member of their community, whether it's from Port Aransas, Aransas Pass, the Coastal Bin area. All of us need to be able to come and make comments.</p> | Meeting Comment |
| 170 | 1 | | | | 6/16/2020 | Cumulative Impacts | <p>The other thing I would like to say is the Corps really needs to combine all the proposed permits and consider all of the EIS for all the projects as a cumulative impact. It's not just one thing. They all affect each other. And the rest I will write, and also thank you very much for this opportunity to speak.</p> | Meeting Comment |
| 170 | 2 | | | | | Navigation/Transportation | <p>I would like to just add. This is not going to be a blast to you about how we don't like these meetings, the way they're being done. I do want to say a few things about what some -- additional things for the EIS. I agree with Errol, Errol Summerlin and his points. I think that -- other thing that EIS needs to consider is the traffic on 361 to and from Harbor Island with the ferry and the wait times because for anybody to say it's not going to affect the ferry system, it is going to affect our ferry system. And that is not a little --that's not a little problem.</p> | Meeting Comment |
| 171 | 1 | | | | 6/16/2020 | Safety and Security | <p>The stability also of the Harbor Island ferry landing, I have -- I know that (Indiscernible) has already -- had expressed concerned about how that is possibly going to affect the whole stability around the ferry landing that they put a tremendous amount of money into in the last couple years.</p> <p>Also note, there's been no mention of emergency problems or evacuations. If something were to happen on Harbor Island, the ferry will shut down, and people will not be able to get off of the Port Aransas side over here by Roberts Point Park or any way, except the other route. But in a heavy summer weekend, which right now we're having July 4th every weekend right now, there is no way to evacuate this island, absolutely none. And so I think that this is something that's very important for the safety of people visiting, much less the people that live here.</p> | Meeting Comment |
| 171 | 2 | | | | | Purpose and Need | <p>I would also like to say it -- this whole thing makes no sense unless it includes the Harbor Island terminal, which is 201900245 and then the access midstream proposal, which is 00789. And the reason it makes no sense is what you're just -- you're building -- you're doing a dredge to nowhere unless you have something to tie it into that, of course, cuts off everybody else upstream.</p> <p>And for those people with the other league that seem to think this is going to be so great, it isn't because it's going to be a small little select few people that are going to be benefitting, and nobody else upstream is going to be benefitting at all.</p> | Meeting Comment |
| 171 | 3 | | | | | Alternatives | <p>And I also want to say that there is, again, no -- the draw of water from a larger VLCC going to Moda or L&G, that is a big problem, and it will affect -- it's a big problem. Nobody has even looked at that. And thank you.</p> | Meeting Comment |

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| 171 | 4 | | | | | Socioeconomics/Land Use/Recreation/EJ | I am the president of Air Data Solutions, data collection company, and we're also a member of the Texas Energy Advocates Coalition. Thank you for letting me be a part of this. I would just like to say real quickly that I support the Port's channel deepening project. We have seen the impact that the growing volume of trade has provided, not only to our business in the area but also to so many other businesses that are active in this area. And in a time when so many are struggling, the current progress and everything that's happening and being brought about by the Port is very encouraging. So we fully support these projects being discussed and will provide any assistance that we can. Thank you very much. | Meeting Comment |
| 172 | 1 | | | | 6/16/2020 | Navigation/Transportation | And I live in Port Aransas, Texas, and I, like Jo, am not against oil development. I'm just against any, vehemently opposed to development on Harbor Island. For one, we've already spoken about the traffic with the ferry and with the recreational fisherman that are out there, the commercial fisherman that are out there, the L&Gs that pass by daily. To add VLCCs turning around there is just like, you know, impossible to imagine and a ludicrous proposal. | Meeting Comment |
| 173 | 1 | | | | 6/16/2020 | Coastal Processes | The pollution - the light pollution, the noise pollution, everything that's going to come with Harbor Island development is going to affect not only Port Aransas but Aransas Pass, Ingleside, Ingleside on the Bay, and Rockport. We don't just have Corpus Christi Bay. We have Aransas Bay, Redfish Bay, Copano Bay. All of those estuaries are going to be affected by all of this action and pollution. | Meeting Comment |
| 173 | 2 | | | | | ODMDS | An 80-foot dredge has not even ever been done, and you all are proposing to take contaminated soil off of Harbor Island and place it out in the Gulf because we can't place it anywhere else because we know it's contaminated. How much sense does that make? | Meeting Comment |
| 173 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | The only people that are going to profit from this are the Port and the Berry brothers or whoever owns Lonestar, Access, and Midstream, and all of it. Port Aransas is here for fishing, for beachgoers, for tourism, and Corpus Christi is not giving us any guidance or any help in that regard. Everything they do it seems is against us. As far as the energy folks that have been coming up all of a sudden, where they came from, who knows. I'm sure the Port put them up to it, but energy is energy. And we all need energy. That's true, but we don't need pollution and ruining another economy just to support a few chosen folks. I don't know. What else can I say? That's all I have to say. I appreciate Mr. Hudson, I think is your name, Jayson Hudson. I appreciate. | Meeting Comment |
| 173 | 4 | | | | | Public Involvement | This mode of communication is ridiculous. I understand the virus is here, and we have to be smart, but I think there's plenty of places we could have -- this convention center here in Port Aransas where we could social distance and talk about this in a face-to-face manner, where we could ask questions. We can't even ask questions from anybody because it's a one-sided conversation, me looking at a screen. I'm a real people-person, and it's just not cool. Thank you, sir. | Meeting Comment |
| 173 | 5 | | | | | Cumulative Impacts | I'm going to pick up where I left off last time. I didn't get all my comments made, so here we go. The EIS must disclose reasonable estimates of the single and complete projects impacts, including impacts of proposed dredge material disposal on and near seagrass beds, direct, indirect, and secondary impacts must be disclosed. | Meeting Comment |

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| 174 | 1 | | | | 6/16/2020 | DMMP | Impacts of dredging on near shore reefs in the Gulf of Mexico, the extension of the channel far out in the Gulf. I don't know if there's any reefs along that transect, but somebody sure needs to look because that would be a very significant impact; and it needs to be disclosed if there are any. Impacts of proposed dredge material disposal in the near shore Gulf of Mexico and on beaches, the impacts of that on recreational beaches and adjacent waters. | Meeting Comment |
| 174 | 2 | | | | | Ecological Community Types Marine Resources/EFH | Impacts on the degree of coupling between the Gulf of Mexico and Redfish, Aransas, Corpus Christi Bay estuary system, including effects on propagation of storm surge. Impacts of vessel wakes on shoreline erosion; impacts of all project activities on fish and shell fish of this estuary system. Impacts of seagrass impacts caused by the proposed project on finfish, shellfish, and juvenile green sea turtles, which are a listed species. | Meeting Comment |
| 174 | 3 | | | | | Water and Sediment Quality Air Quality | Impacts of the proposed project on water quality and ecology, specifically due to oil spills. Impacts of the proposed project on air quality and the adjacent Port Aransas community. | Meeting Comment |
| 174 | 4 | | | | | Navigation/Transportation Socioeconomics/Land Use/Recreation/EJ | Impacts of the proposed project on navigation safety in the channel between Port Aransas and Harbor Island. Potential impacts on evacuation routes. Impacts of the proposed project on all aspects of socioeconomics of Port Aransas. That's it. | Meeting Comment |
| 174 | 5 | | | | | Alternatives Mitigation | I'm just an interested citizen, and I'm (indiscernible). I appreciate this opportunity. Through my line of work, I'm involved in a lot of public comments, and for as difficult as this digital format is, the other side of it is we hear complaints about how people can't drive (indiscernible); it was at an improper time. I appreciate this opportunity, not having to get off work. But we've discussed -- I've heard a lot of objections to Port City Council and Harbor Island in this project. I kind of wanted to point out what would be the alternative. Right now there's 200 -- there's 2328 miles of oil pipeline and 6318 miles of natural gas pipeline coming into the area. There's authorized \$544 million in channel improvements already in the City Council area. So whereas I would like to see more information in the EIS regarding potential impacts and what those mitigations would be and what it is in the context of the other developments going around, I still would prefer an area that's already as developed as Corpus as opposed to something by the Aransas Wildlife Refuge or the (Indiscernible) Madre, Rio Bravo area. | Meeting Comment |
| 175 | 1 | | | | 6/16/2020 | Alternatives | I just -- I can't see where this is not an (indiscernible) situation where people are saying I don't have a disagreement with oil and gas but where else would it be? Would we put it in (Indiscernible) Bay and Port (Indiscernible) and make it their problems? It seems that there's already this much development in the Corpus Christi area with so many between Q-it (phonetic) and Genere (phonetic) and everybody else already in the area that it seems to be the least damaging option to achieve the economic goals that we're trying to achieve. | Meeting Comment |

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| 175 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ Marine Resources/EFH | Anyone who has been to Port Aransas has to realize that that is a very narrow area, and it has already been affected by Hurricane Harvey once. We can't underestimate the chances that, you know, will we hit again. But last year I saw a large ship nearly capsize one of our ferries, and I can't imagine a VLCC coming through there regularly without serious damage to the ferries. So I just don't understand how this is even being thought, how deepening of 80-feet when this narrow pass is really the only major opening for about 100 miles into the Bay of Corpus Christi and | Meeting Comment |
| 176 | 1 | | | | 6/16/2020 | Cumulative Impacts Threatened and Endangered Species | Endangered species such as our whooping cranes, our piping plovers. I mean, Corpus Christi is known as the birdiest (phonetic) city in the country, and we're talking about doing a great deal of cumulative harm by bringing in so much more into this area, which is, again, this a very cramped, narrow area there. | Meeting Comment |
| 176 | 2 | | | | | Wetlands/SAV ODMDS | There term beneficial use of soil, which is for the dredging seems inappropriate also. That soil is going to damage seagrasses and oyster beds, two things that actually ameliorate wave and storm damage now as well as aid our fish nurseries and our beaches. When I saw your -- where you're thinking of putting those soils out there, that's going to be contaminated soils coming onto our beaches, and I don't understand how you would even consider that. | Meeting Comment |
| 176 | 3 | | | | | Environmental | Don't greenwash what's happening here. Beneficial use is a term robbed from conservation and applied now to the industrialization of our natural areas. The Army Corps of Engineers and the Port of Corpus Christi are not improving our natural ecological systems, but degrading them. So let's just call it what it is. And I've heard some of the comments on national security, but I'm not sure if this doesn't put a target on our backs, frankly. I don't know that it's such a great idea to be doing this | Meeting Comment |
| 176 | 4 | | | | | Public Involvement | I mainly just wanted to point out that at normal public meetings -- and I realize this doesn't have to do with the EIS -- but at normal public meetings, we would be able to see who is attending. And I want to know why we are being blocked from seeing everybody that's in attendance. All we can see is the panel people. | Meeting Comment |
| 177 | 1 | | | | 6/18/2020 | Cumulative Impacts | But moving on, I would like to submit that the memorandum for record by the policy analysis branch that was done on March -- 7th of March, 2019 with various recommendations of why an EIS is required, I would like to submit that that needs to be considered. Everything that's in that memorandum from your department needs to be submitted as part of the EIS. And in particular, the issue with cumulative impacts that addresses other projects that have happened here, like the Lydia Ann, the barge facility and then these future projects like the Occidental Petroleum facility VLCC site. The Buckeye Partners site that is going on right now, the Moda sight that just finished up there and that they're still working on, and all these actually all tie in together at some point. And we need to consider all those cumulative impacts. And that's all I'm going to say. I've already emailed comments in also. Thank you. | Meeting Comment |
| 177 | 2 | | | | | Cumulative Impacts | Okay. Jo Kruger, Port Aransas, Texas. This EIS needs to include all the proposed projects for this area, and needs to use real measurements and studies, not desktop calculations and modeling. It needs to establish the effects of not-yet-complete 55-foot dredging projects that have already caused increased noise, light, air pollution, diesel exhaust, backwash, erosion, wake damage and shipping ongestion, as citizens have been concerned from he time this project was first proposed. | Meeting Comment |
| 178 | 1 | | | | 6/18/2020 | Navigation/Transportation | The EIS should also include the safety issues that are already manifesting since the 55-foot project began: the barge groundings; the barge drowning; tankers losing steering and near- collision with the TxDOT ferry carrying passengers and automobiles. An oil spill accident in the narrow channel entering this area would shut down all traffic. | Meeting Comment |
| 178 | 2 | | | | | Alternatives | Full attention should be paid to the alternative -- alternate of an offshore monobuoy, which would render this project completely unnecessary. Also, all these projects should be cumulative and all of them should be considered all together. Increased channel depth could negatively affect larvae transport. | Meeting Comment |

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| 178 | 3 | | | | | Wetlands/SAV Marine Resources/EFH | Dredging and trenching causes suspension of silt, clay and coat and blocks light, smothering vital seagrasses. These activities would impact redfish, flounder, sheepshead, trout, blue crabs and many more species including bird populations. Also I am concerned about the dredge spoil and about taking it offshore and dumping it. It's such contaminated soil, and when the last dredge was here and they dumped it offshore it all ended back up on our beaches. And it killed a lot of sea turtles, et cetera. I'm really concerned about that because it really was a problem. Oil spills from loading operations or pipelines, ruptures in neighborhoods or in wetlands would be catastrophic. Emissions from tugs, VLCC, daily operations and burning of vapors. Also, all these have occurred before -- all of this have occurred before the other segments of the 55-foot permitted projects are completed. And here is the Port of Corpus Christi, they want more. They want to do an 80- foot dredge which has never been done anywhere. Thank you. | Meeting Comment |
| 178 | 4 | | | | | Public Involvement | My name is Julie Plunkett and I have a house in (indiscernible). And I would like to mention that the last three scoping meetings have been a complete failure, and I really feel that we should have a public meeting. I get it. It's COVID and people want social distancing. But I believe the Army Corps can manage to have a meeting in Port Aransas at the football field or wherever, to be able to hear people who are unable to connect to a WebEx or who are older and are not technical savvy. So I feel like you're doing a disservice because you're not hearing everybody who has something valid to say, because they aren't technical-savvy. | Meeting Comment |
| 179 | 1 | | | | 6/18/2020 | Cumulative Impacts | The other thing I would like to mention is, in the Code of Federal Regulations, 33 part (Audio cuts out - indiscernible) states in the Part D, content of the application, all activities -- and this is what the Army Corps needs to be looking for when they get an application for permit. All activities which the applicant (indiscernible) to undertake which are reasonably related to the same project and for which a DA permit would be required should be included in the same permit application, meaning we know that the Port of Corpus Christi wants to make shipping berths, and they want the dredge, and all other things. And it says that the U.S. Army Corps of Engineers should reject as incomplete any permit application which fails to comply with this requirement. The fact that you are not looking at the EIS in a cumulative (Audio cuts out - indiscernible) affects (indiscernible) proposed projects is absolutely devastating to Port Aransas. You need to realize how much this can affect our little town. (Indiscernible) does this one (indiscernible) but put all permits together and then add the desalination plant and everything else. I (indiscernible) and I love oil (indiscernible) export the oil. | Meeting Comment |
| 179 | 2 | | | | | Alternatives | However, there is a safer way to do it that won't affect our environment, and I think you should take it offshore. Thank you. | Meeting Comment |
| 179 | 3 | | | | | HTRW Nosie/Acoustics | Hi. Sarah Searight here. This is not a complete project. Dredging for what? The Port has not been approved for what they are planning on building. Dredging the channel for a VLCC terminal will be a disruption and a never-ending battle. Example, North Carolina Inlet, Ocracoke Inlet, Oregon Inlet, Packery Channel, all are constantly trying -- constantly trying to be kept -- keeping their levels at expense of the state and federal. Carlon Group (phonetic) is not included in this expense and they're not paying the bill anymore. Last year, dredging costs, light, noise, air pollution in Port Aransas which I am an affected person, because it was -- I'm near the channel. I heard everything. I smelled everything. | Meeting Comment |

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| 180 | 1 | | | | 6/18/2020 | Sea Level Rise/Climate Change | I'm handing you a U.S. Corps of Engineers study on the effects of the channel deepening on tide and storm surge, a case study of Wilmington, North Carolina. It's not a pretty picture for the estuaries or industry near the channel and residents of Port Aransas. So in your effects that we have here, on this piece of paper, it's a study that it says the amplifications in both tide, storm and surge is influenced by the reduced hydraulic drag caused by greater mean depths. So the deeper the channel, the bigger the surge, and the more flow of the water that's going to come through and affect all those industries and cause pollution and disaster to the estuaries and the grasses. The same tropical cyclone making landfall today will produce a significant larger water levels than in the 19th century. Since many harbors worldwide have deepened since the 19th century and because many locations worldwide exhibit substantial trends and tide properties, world (indiscernible) 2010, 2015, it's probable that the secular changes in storm surge risk has also occurred in other estuaries to an extent related to tide changes. In the future, local depth changes due to accelerated sea levels, Church, et 2013, and additional developments may further alter storm surge characteristics of flood hazards. Please take it offshore. And this was a document that I pulled off the internet. Funding was by the Office of Naval Research and the U.S. Corps of Engineers 2015. Thank you. | Meeting Comment |
| 180 | 2 | | | | | Public Involvement | Okay. So as many people have already said, and I'm sure you've heard before, there's only one reason for (indiscernible) the channel, dredging it to 80 feet, and that is to service a VLCC terminal for (Audio cuts out - indiscernible) Christi Authority. Originally it was only going to go to Harbor Island. That was a problem for them. (Indiscernible) extended over to the Martin Midstream property so then it couldn't be a single-purpose project. (Audio cuts out - indiscernible) shell game with no transparency whatsoever, any notices that are required for this project (indiscernible) in (indiscernible) Aransas or the city where it's going to be. They're posted in obscure locations in (indiscernible) town, out of area. They barely meet the criteria of posting requirements. But it is a constant battle to find out any information about what the Port's trying to do. | Meeting Comment |
| 181 | 1 | | | | 6/18/2020 | HTRW | So let's be clear. It's just to service their oil shipping terminal that they're trying to do. And what it amounts to is them trying to monetize a piece of junk land that they bought that is heavily polluted with hydrocarbons, and which presents its own problem. When they begin disturbing that oil there are deed restrictions against them doing that (indiscernible) of the State of Texas. When they begin disturbing that, there's going to be a bunch of oil (indiscernible) up in the bays and estuaries from that very issue. | Meeting Comment |
| 181 | 2 | | | | | Navigation/Transportation | So this really is nothing (Audio cuts out - indiscernible) monetize the piece of (indiscernible) dirt that (indiscernible) there. If it weren't about just trying to transport oil and ship it out of the area, they'd be (indiscernible) shore. But there's no way for them to monetize that. They can't charge tolling fees for the property that they own if it's offshore. | Meeting Comment |
| 181 | 3 | | | | | Alternatives Marine Resources/EFH | My understanding is that the Army Corps is responsible to look for the best alternative (indiscernible) least environmental impact, and clearly the best alternative, the one with the least environmental impact, is taking it offshore. When you do that, you reduce all the risks that people are talking about (indiscernible) first of all placing an ongoing financial burden on the taxpayers, having a high risk of doing damage during a storm surge event with another hurricane, high risk of damage to the bay and marine ecosystem, posing a threat to the numerous endangered species in the areas (Audio cuts out - indiscernible) sea turtle, piping (indiscernible) crane poses a threat to humans with the noxious odors, harmful gases and odors. | Meeting Comment |
| 181 | 4 | | | | | Alternatives | And last, it has a serious threat to all from the inevitable oil spill that will happen. It's just a matter of time. Just like Deer Park over in Houston, it's just a matter of time before it happens. (Audio cuts out - indiscernible) should be taken offshore. This whole thing should be off the table and we're looking to the Army Corps of Engineers to determine that. Thank you. | Meeting Comment |

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| 181 | 5 | | | | | Cumulative Impacts | Okay. My name is John Donovan. I'm a director of the Port Aransas Conservancy. Since this is a public scoping session, let's talk about scope. On February 14, 2019, Robert Heinly, Chief of the Policy Analysis branch of USACE Galveston, wrote to Sarah Garza of the Port of Corpus Christi Authority pointing out the interdependent nature of the Port's application to dredge the Corpus Christi Ship Channel, CCSC, to 75 to 80 feet; their application to build a Harbor Island terminal facility; and Access Midstream's application to supply pipelines, a tank farm and adjacent terminal facility. Heinly concluded that, "it is clear that the deepening of the CCSC and the construction of the Harbor Island terminal facility are interdependent and should be considered a single and complete project. "In addition to the Harbor Island terminal facility, the Corps has received a permit application from Access Midstream Holdings to construct a series of pipelines and facilities to transport crude oil for loading onto marine transport vessels at the proposed Harbor Island terminal facility "Considering that Access' proposed project is designed to service single customer, the Harbor Island terminal facility, the Corps concluded that the proposed pipelines and facilities are also interdependent with the Harbor Island terminal facility and the deepened channel. "Considering the interdependent nature of these activities in the context of the Corps' federal control and responsibility, and the fact that the location and configuration of all three of these projects require a Department of the Army permit, the Corps concluded that the permit application does not represent a single and complete project "The single and complete project shall include the deepening of the channel construction of the Harbor Island terminal facility; and the pipelines and facilities for Midway tank farm facility in Taft, Texas, to the Harbor Island terminal facility." | Meeting Comment |
| 182 | 1 | | | | 6/18/2020 | Cumulative Impacts | I urge USACE to require that the scope of the environmental impact study for the Port of Corpus Christi's permit application for deep channel dredging be expanded to include the impacts of all the proposed interconnected projects for Harbor Island, including the Harbor Island terminal facility and the Access Midstream terminal pipelines and tank farm. USACE earlier determined that this would be the proper course of action. However, the Port pushed back strongly and the Corps now seems to have been backed -- to have backed off. I don't wish to cast aspersions, but there is an impression abroad that the Corps is bending over backward to accommodate the Port, who we believe have given the Corps \$200,000 to prepare an EIS to help prepare. We would like to see that impression put to rest as the Corps' EIS is our best hope for analyzing and addressing the issues that the local community has raised regarding the numerous planned Harbor Island projects. Thank you. | Meeting Comment |
| 182 | 2 | | | | | Cumulative Impacts | Thank you. I'm Barney Farley. I've been a resident of Port Aransas since 1960. I'll repeat what some other people have said, that this thing about having all these three projects under one umbrella of an EIS is very important. So I see it's on the table, and I'll be curious to see how it shakes out. | Meeting Comment |
| 183 | 1 | | | | 6/18/2020 | DMMP | Dredge material placement is somehow -- I have no idea what's going to happen with the contaminated soil from Harbor Island. Perhaps it's in writing somewhere, but that's really important as to what they're going to do with that contaminated soil. Now, the dredging -- we talked to -- now the presentation talked about hydrology and its effect. But I kind of doubt that that's a set-in-stone, those findings for that. We know the hydrology will be affected by a deeper channel, but I don't -- I'm not sure anybody knows exactly how. So I believe that those effects are going to be detrimental. We don't know what's going to happen in a hurricane with the deeper thing. A previous speaker addressed that so I don't think it's - it's an exact science how that's going to affect Port Aransas during a hurricane. | Meeting Comment |

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|-----------|------------|-----------|------------|-------------------------------|---------------|---|---|-----------------|
| | | Last Name | First Name | | | | | |
| 183 | 2 | | | | | Marine Resources/EFH | Okay. This dredging at Harbor Island for the berth at Harbor Island and for the 80- foot, I figure that's going to last at least a solid year. And in that time, there's going to be four seasons, and one entire cycle of the marine life cycle take place in the middle of all that dredging and everything else that's going on there. Also the construction of the terminal That's a disruption to marine life. I don't care what anybody says, it's a fact. We know these things, you know. Okay. We've seen them before and yeah, they're definitely having an effect on marine life. | Meeting Comment |
| 183 | 3 | | | | | Cumulative Impacts | Okay. There's a desal plant proposed. If that goes through I think the Corps of Engineers should consider that. It's not their - - their bailiwick but they should add that in as a further impact later on down the line. We know that those discharges are going to have an effect, plus all the other desalts that are proposed for this area. Okay. This project contributes nothing to Port Aransas. There's not one thing in the project that enhances our ability to have a quality of life here. It doesn't enhance the fishing or the birding, or the hunting or anything else. It's all contra -- it's all antagonistic to what we have, and we want to preserve. So we're asking for some help from the Corps of Engineers today to do the right thing on this EIS project. Thank you. | Meeting Comment |
| 183 | 4 | | | | | Environmental Concerns | Hi. My name is Maggie Sheldon, and I'm a full-time resident of Port Aransas. I am preparing my written comments for this scoping process, and among other things, those comments will address concerns for the health and safety of the people of Port Aransas and our visitors, from environmental pollution, accidents and/or attacks, and tidal flows from hurricanes in the event that this channel in dredged much deeper. Additionally, my comments will address my concerns for the economic, social, aesthetic, and environmental impacts on marine life that the Port's heavy industrialization plan will have on my small barrier island. | Meeting Comment |
| 184 | 1 | | | | 6/18/2020 | Navigation/Transportation | According to this application, the proposed channel deepening is needed to accommodate transit of fully-laden, very large crude carriers that draft approximately 70 feet. There is presently no associated infrastructure for a VLCC to dock and/or fully load at Harbor Island. As we all know, there are two pending applications with the Corps to build two marine terminals on either side of the ferry. The one for Access Midstream has plans to accommodate (indiscernible) maxes, and the other one from the Port has plans to berth two VLCCs. However, both of those plans including the one 245, 2019-245 which was recently resubmitted, only planned to dredge the ship berths to 54 feet. So my question is, where, exactly are these VLCCs with the 70-foot draft going to anchor to become fully laden? Can a 54-foot berth accommodate a VLCC? | Meeting Comment |
| 184 | 2 | | | | | Cumulative Impact | The applicant goes to great length to talk about the benefits of fully-laden VLCCs in this presentation, but never once do they state where these vessels will dock and get fully loaded. Why won't the applicant show us the grand plan? The deepening is either connected to something that can accept and fully load (indiscernible) VLCC or it is not. If it is connected to something, like two marine terminals and a desal plant, then the Port's grand plan with all the components should be studied for cumulative impact. If it is not connected to anything, then the channel deepening project will be unnecessary because it will not accomplish its intended use, which is to accommodate VLCCs and have them fully loaded. | Meeting Comment |
| 184 | 3 | | | | | Hydrodynamic Salinity Modeling ODMDS | In addition, from listening to these presentation, I have two other questions. One, I want to know will the ODMDS site for this plan also be evaluated to see if it can accommodate the dredge from the other plan placement from 2019-245? And this presentation that the Port did, said that they did a salinity study and I want to know if the salinity study that they mentioned included the anticipated 96 million gallons of brine that they anticipate to pump into the channel on a daily basis. And that's all I have. Thank you very much. | Meeting Comment |

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Public Scoping Comment Database**

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| | | Last Name | First Name | | | | | |
| 184 | 4 | | | | | Cumulative Impacts | Great. Good afternoon. My name is Ben Rhem. That's R-h-e-m. I'm an attorney with the law firm of Jackson Walker, representing the Port Aransas Conservancy. We will also provide detailed written comments, but I want to address some concerns now. First, the channel deepening project along with the Port's Harbor Island terminal project and the Access Midstream pipeline and terminal project must be considered a single and complete project, and reviewed under a single EIS. The Corps is already well-aware that the applicant's overall purpose is to achieve the ability to load VLCCs at Harbor Island. Loading VLCCs at Harbor Island can only be accomplished if all three projects are approved. In fact, as previously noted, the Corps has already determined that these three projects are a single and complete project as explained in Robert Heinly's February 14, 2019 letter. This determination was supported by the NEPA implementation guidelines, internal policy memos, and U.S. Supreme Court precedent. If the Corps reverses course and allows these project to be treated as independent projects, it would be an improper segmentation to divulge regulatory scrutiny. Federal courts have already determined that manipulation -- and I quote -- "manipulation of a project design to conform to a concept of independent utility undermines the underlying purpose of NEPA." The law here is clear. Even if the Corps determines that the project is not a single and complete project, which they are, the Corps still is required under its own NEPA procedures to analyze the direct, indirect, and cumulative impacts of all federal interests within the purview of the NEPA statute. The U.S. Supreme Court has held that environmental consequences of all related pending proposals must be considered together. | Meeting Comment |
| 185 | 1 | | | | 6/18/2020 | Alternatives | Secondly, the goal of loading VLCCs can be achieved through an alternative. Instead of causing significant environmental and economic damage to Port Aransas, Corpus Christi, Redfish Bay which is a state-designated scientific area, and the surrounding region, the EIS must also evaluate the merits of offshore options, the buoy system, and the platform terminal system. The analysis provided in the application is cursory at best, and that information does not allow the Corps to meet its requirements to take a hard look at the impacts of the proposed project and reasonable alternatives. Thirdly, I want to discuss the disposal of dredge materials. The proposed channel deepening project will require the dredging of 46 million cubic yards of sand and clay which must be disposed of in accordance with EPA and Corps guidelines. However, the EPA has already stated in its comments that the information provided by the applicant does not -- and I quote -- "does not sufficiently enable the Corps to make a legally defensible permit decision in regard to compliance with the 404(b)(1) guidelines for the specification of disposal sites for dredged or fill materials." The permit application for all three projects had to be withdrawn because applicant refused to provide information requested by the Corps. The applicant then attempted to segment these projects to avoid the EIS, and rushed to get its permits. And now the EPA notes that the application is not sufficient to obtain a legally-defensible permit. I'm going to be done in one more sentence. All three applications need to go back to the drawing board, provide all of the required information, and be considered a single and complete project so that the public has a chance to meaningfully participate in the permitting process. Thank you. | Meeting Comment |
| 185 | 2 | | | | | Navigation/Transportation Air Quality | Well first, I wanted to say that I do live on Copano Bay in Taft, Texas. And I -- I'm going to refrain from commenting on the last caller because I'm not sure where they all come together or not. But I do want to talk about the Port's record on air quality and working with TCEQ, and also the amount of vessels that will come into the area. There'll be much more traffic with the vessels that are going to come into the area -- already have it. And with the project being approved, it would actually lessen the amount of ships that are going to be in the area which will probably reduce the ability to have potential accidents and traffic as well. But also, most importantly, move (indiscernible) emissions as well being released by having multiple ships in the area | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 186 | 1 | | | | 6/18/2020 | Marine Resources/EFH | I also want to talk about, as a resident there, how for me it's important to look at -- you know, we talk about the sea turtles and protecting the wildlife and fishing. But when we talk about going to an offshore terminal, that's fine if you want to get into that discussion. However, why are sea turtles in Port A more important than sea turtles out offshore? And so my point is, is that I think that all sea turtles are important, and I think we need to look at the partner that we are trying to work with more than the project. | Meeting Comment |
| 186 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ | <p>When we look at the Port, who is also a government agency, we would believe looking at their past record that they are going to work with other agencies to the letter of what they need to be in compliance with. If the Port should sell, for some reason, that property because they just deem that it's too much work, they don't want us to move in (indiscernible) Port A, what happens if they sell that property to maybe another company that doesn't have the track record that the Port of Corpus Christi does. What happens to it then, when you have a company that purchases and they're outside of the United States, and they really don't care about what's happening in Port (indiscernible).</p> <p>My point is, is that maybe there's some common ground to try to figure out how do we accept the Port going here, and looking at them being a good partner and trying to roll up our sleeves and working together. Because with what's happening in the area, oil and gas is going to continue and the Port of Corpus Christi and the whole entire region needs this oil and gas. I've heard many residents say they're not against oil and gas, and I'm so happy to hear that, because we need it in the region and it's going to happen. But now, it's more of, you're not going to stop the progress. It's now, who do we want to partner with? And I'm sorry but the Port of Corpus Christi to me is the best partner we could be looking for. And they do bring -- a caller said there is nothing for them in Port A to get out of it. That is not true at all. There will be a lot of economic impact to Port A and the region, and we need to stop thinking about, it's just Port A. It's actually the coastal bend region.</p> | Meeting Comment |
| 186 | 3 | | | | | Cumulative Impacts | <p>My name is Kathryn Masten and I live in Ingleside on the Bay. This EIS needs to take into account the following known impacts from deepening ship channels around the world over the last 150 years: higher tides and increased tidal range; increased height of storm surge; increased frequency of nuisance flooding; increased inland flooding, which was a surprise to me; salinity intrusion into bays, inland waterways, and groundwater sources; increased sediment concentration due to dredging. Using historical data from the National Archives, Dr. Stephen Tawk (phonetic) of Portland State University has modeled why ecological disasters have occurred in the areas like Wilmington, North Carolina, which was mentioned earlier, and the Ems River estuary bordering the Netherlands and Germany, he concluded that deepening ship channels over time causes dramatic changes in estuary hydrodynamics.</p> <p>Here are just two quotes from the Smithsonian Magazine in 2018. "As container ships have grown ever larger, ports worldwide have dredged channels ever deeper, to 50 feet or more for the ports of New York, Baltimore, Norfolk, Charleston and Miami. Feasibility studies for those projects, including analyses by the Army Corps of Engineers, examine the economic prospects and some of the environmental impacts, but have dismissed the effect of channel deepening on the tide changes, flooding, and storm surge. Over more than -- more than a century time frame we have greatly altered the underwater topography of our harbors and estuaries. "We have literally moved mountains of dirt, exploded sea mounts, straightened valleys and created superhighways for superlatively large ships. These alterations to our harbors are ubiquitous worldwide with effects that we haven't fully considered or even mapped out, in many cases."</p> | Meeting Comment |

Port of Corpus Christ Channel Deepening Project Public Scoping Comment Database

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| | | Last Name | First Name | | | | | |
| 187 | 1 | | | | 6/18/2020 | All Applicable Resources | Some of us are preparing grant proposals for flood mitigation funding through the General Land Office, FEMA, and others, to protect the coastal bend from flooding and storm surge. These effects will likely be futile against an 80-foot deep cannon blasting the saltwater ocean into our bays in the next hurricane. Redfish Bay, Corpus Christi Bay, all are part of an estuary system that doesn't just protect the wildlife. It protects the human inhabitants and industries both alongside and inland from the coast. The Corps needs to bring in the right scientists, such as Dr. Tawk, to do the right studies. | Meeting Comment |
| 187 | 2 | | | | | Public Involvement | Also, the deadline for comments should be extended to accommodate face-to-face meetings in the coastal communities of the coastal bend including Port Aransas and Ingleside on the Bay, and there should be opportunities for Q&A and to review some of the studies ahead of time, particularly on the subjects that I mentioned, but on many more. So if you could make those available, that would be great. Thank you. | Meeting Comment |
| 187 | 3 | | | | | Public Involvement | Hi. My name is Crystal White. I am a longtime resident of San Pat County and have been involved in our local community and I come from the energy industry as well, born and raised here. And I have seen and experienced the Port's history with keeping their community at their best interest with environmental efforts, with getting their local industries involved, especially when it comes to their environmental -- environmental initiatives, and -- which I know this community truly appreciates. | Meeting Comment |
| 188 | 1 | | | | 6/18/2020 | Socioeconomics/Land Use/Recreation/EJ | And also, I just want to talk about the job creation. Just being a young citizen, how important that is to keep our local graduates here. Because if we do not have this essential infrastructure set up, which is definitely needed by the supply and demand, they will be going to other, larger cities and moving away. | Meeting Comment |
| 188 | 2 | | | | | Socioeconomics/Land Use/Recreation/EJ | <p>And this is a great opportunity because I'm going to expand on Kim's earlier statements that the partnership with the Port is exactly what this project needs because of the value that they put on the environment through these large projects. And then also, I am a citizen in Sinton, and we have a very similar project going on with the country's third-largest steel mill. And we chose them to come to our community because of their longstanding efforts to adhere to the environmental regulations and that is a very big mission of theirs through all of their assets throughout the country. And so the job creation that they are providing for our local economy and the surrounding areas is -- is very important for the growth, for our local community and our future generations.</p> <p>And so I just come on behalf of a citizen and the growth of this project and its true benefits and what it's going to do for many future generations, and definitely keeping the wildlife as a very high priority. If anyone will do that, the Port's commitment is top compared to other potential investors that do not have our best interests at heart. Thank you very much for your time. I appreciate it.</p> | Meeting Comment |
| 188 | 3 | | | | | Socioeconomics/Land Use/Recreation/EJ | Thank you. My name is Jane Gimler, president and CEO of the Associated Builders and Contractors, the Texas Coastal Bend chapter. I also am a resident here in Nueces County. I came from San Patricio recently. Just want to express today that our association supports this project, and we support several of our members that will be and have been working on this process with the Port of Corpus Christi. This project is so important to the entire coastal bend, with creations of jobs and in return create a big economic impact for our area. We look forward to the growth, not only for the coastal bend, but for our members as well. | Meeting Comment |
| 189 | 1 | | | | 6/18/2020 | Environmental Concerns | We also believe in the Port of Corpus Christi's track record on the environmental safety. They have been leaders in complying with the environmental rules and regulations, and that we appreciate and we support. And that's -- thank you for your time today and thank you for allowing me to make my comments. Thank you. | Meeting Comment |

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| | | Last Name | First Name | | | | | |
| 189 | 2 | | | | | Public Involvement Purpose and Need | <p>Thanks. I wanted to comment on the purpose for this project. In scoping, the Corps said that -- quoted the purpose of this project as being the need to export increasing amounts of oil. And I wanted to ensure that the Corps takes into account the current projections of oil production and development, which are much different than what the agency is -- has shown in its presentation.</p> <p>In May, the Energy Information Agency projected that production is going to sharply fall to only 11.7 million barrels a day in 2020. And in 2021 it would fall further, to 10.9 million barrels a day. The S&P Global Platts show that U.S. exports could drop from around 4 million barrels a day that were taking place in February 2020, to as low as 2.7 million barrels a day in December 2021 due to the current COVID situation and changes in the oil markets. It's important that the Corps takes into account these critical differences, because there may be no reason at all to dredge the port if there is going to be no need for additional exports. And if there's no reason to dredge, there's no reason to put these critical ecosystems, species, and humans at risk for a project that is going to serve no purpose. Thank you so much for your time.</p> | Meeting Comment |
| 190 | 1 | | | | 6/18/2020 | Cumulative Impacts | <p>Okay. I want to supplement my previous verbal and written commitment -- comments -- with some additional comments. First and foremost, I want to bring up the issue of cost/benefit analysis, which is important in NEPA. And I want to emphasize the importance of properly taking into account the infinite loss of future ecosystem services that probably will occur with this project. And that's important, and it's subtle, because traditionally, traditional economic and cost/benefit analysis doesn't do that. But there's been a lot of work in the last 20 years on this, and I know the Corps knows all about it. So just make sure you properly account for the loss of natural capital, the loss of ecosystem services, because once those are gone a lot of times they're gone forever. And they're not gone for 20 years like a typical project lifespan. They are gone forever. And that's a very, very important concept.</p> | Meeting Comment |
| 191 | 1 | | | | 6/18/2020 | Cumulative Impacts | <p>The issues -- in the case of -- if you properly deal with the single and complete project issue, there are two other projects then that have to be considered in the EIS. And just a couple of the really critical issues in those other two projects that aren't currently reflected in this scoping process.</p> | Voicemail/Text |
| 191 | 2 | | | | | ODMDS | <p>One is this proposal to dispose of dredge material from Harbor Island in the ODMDS without having properly sampled it. It's outrageous. We need to look at it very carefully. It's probably illegal, and anyway, it needs to be in the EIS. And the data, the proper data, the correctly-sampled data, need to be there for people to review and comment on.</p> | Meeting Comment |
| 191 | 3 | | | | | Alternatives | <p>The second thing is, on the Acces Midstream, the pipeline alignment alternatives should be considered that would not have the pipelines running through the seagrass beds. There are other ways you could run those pipelines, and those alternatives absolutely must be considered. Three, cumulative impacts. Other people have touched on that. I had previously touche on it. It's extremely important to this EIS. There are so many things going on in this ecosystem. They all need to be captured under the cumulative impacts assessment for this EIS. And cumulative impact assessment is almost never done correctly. Please get it right. Thank you.</p> | Meeting Comment |

Appendix F

Public Scoping Meeting Transcripts

Scoping Meeting

June 6, 2020

TRANSCRIPT OF AUDIO FILE

PCCA SCOPING MEETING

JUNE 9, 2020

1 MR. HUDSON: Good afternoon, everyone.
2 We sincerely apologize for the technical delay
3 that we've been having. I think our issues have
4 been resolved, and we will now get started with
5 tonight's public meeting. Thank you all for your
6 patience. We apologize.

7 And we sincerely apologize for the
8 technical delay that we've been having. I think
9 our issues have been resolved, and we will now
10 get started with tonight's public meeting. Thank
11 you all for your patience. We apologize.

12 On behalf of the project team, we thank
13 you for your time and interest in the Port of
14 Corpus Christi Authority's Channel Deepening
15 Project Environmental Impact Statement or EIS.

16 My name is Jayson Hudson. I am the U.S.
17 Army Corps of Engineers Regulatory Project
18 Manager for the Department of the Army permit
19 application.

20 The overall goal of public scoping is to
21 define the issues to be addressed in depth in the
22 analysis that will be included in the EIS. That
23 is why we're here today. We want to hear from
24 you about the issues you would like for us to
25 address in the draft EIS, and we appreciate

1 everyone taking the time to join us today.

2 Before we proceed with our agenda, I
3 would like to acknowledge the project team
4 members in attendance today. From the U.S. Army
5 Corps of Engineers, we are joined by Joe McMahan,
6 Chief of Regulatory, and Bob Hindley, Deputy
7 Chief of Regulatory.

8 From the Port of Corpus Christi
9 Authority, we are joined by Sean Strawbridge,
10 Chief Executive Officer; Omar Garcia, Chief
11 External Affairs Officer; Sarah Garza, Director
12 of Environmental Planning and Compliance; Dan
13 Koesema, Director of Channel Development; Lisa
14 Hinojosa, Communications Manager; Beatrice
15 Riviera, Environmental Engineer; Yvonne Dives-
16 Gomez, Permitting Specialist, and several team
17 members from the Port's consulting firm, AE COM
18 (phonetic).

19 From the Corps EIS contractor team, we
20 are joined by Lisa Vitalie (phonetic), Tony Risco
21 (phonetic), and Tom Dixon from Freese and
22 Nichols, as well as Leslie Hollaway and Connor
23 Stokes from Hollaway Environmental and
24 Communication Services, who will also be
25 assisting me today.

1 During the meeting today, Colonel Vail,
2 Commander of the U.S. Army Corps of Engineers
3 Galveston District, will provide opening remarks
4 followed by presentations about the proposed
5 project from the Corps and the Port of Corpus
6 Christi Authority.

7 Following the presentations, you will be
8 provided with an opportunity to present comments
9 to the project team. At any time during the
10 meeting today, you may sign up to provide verbal
11 comments by calling (855) 680-0455 and pressing
12 *3 when prompted. If you are already joining us
13 by phone, simply press *3 to sign up.

14 Speakers will be called on to provide
15 comments in the order in which they have signed
16 up. We will also announce upcoming speakers in
17 groups of five, so you are aware of when you will
18 be called to speak.

19 Following the meeting today, you have
20 the option to written comments online through the
21 project website and by texting or calling the
22 project phone number, (855) 680-0455. I repeat,
23 that number is (855) 680-0455.

24 Due to the nature of today's virtual
25 meeting, the formal public commenting portion of

1 the meeting will be conducted in the following
2 way, first federal, state, and local elected
3 officials who wish to make a verbal comment will
4 be called on to do so. Then anyone else who has
5 signed up to make a verbal comment will be given
6 the same opportunity.

7 I will then call on each member of the
8 public who has signed up to speak by their name
9 or the last four digits of their phone number.
10 Each speaker will be given three minutes to make
11 their comments. When it is your turn to speak,
12 please mute your computer audio to avoid
13 feedback. A countdown timer will be displayed on
14 the meeting broadcast screen for each speaker to
15 indicate the remaining time. As your time ends,
16 please be courteous to the other members of the
17 public who wish to provide comments and quickly
18 wrap up your comments to ensure that everyone who
19 would like to speak has the opportunity.

20 If you do not need the entire time
21 allotted, help us to include everyone by only
22 using the time you need. If you complete your
23 comments in less than three minutes, we will
24 restart the clock for the next speaker.
25 Remaining time cannot be reserved or transferred

1 to another speaker.

2 Please keep in mind that we reserve the
3 right to mute your microphone if this instruction
4 is not followed.

5 We ask that you support us in conducting
6 a respectful, orderly, and courteous meeting. We
7 want to be sure we get all of your comments
8 recorded, and we need your cooperation to do so.
9 Here are a few ground rules for the meeting
10 today.

11 Since this meeting is being held
12 virtually, we will keep all participant
13 microphones muted during the meeting to avoid any
14 background noise that may make the presentation
15 difficult to hear. Comments submitted by
16 federal, state, and local elected officials will
17 be presented to the project team first. If you
18 are an elected official and plan to provide
19 comments today, please call the project team at
20 (409) 789-9993 with your name and position. I
21 repeat, that number is (409) 789-9993.

22 We will not respond today to the
23 comments submitted. However, all comments made
24 today will be documented and considered in the
25 draft EIS as it's finalized.

1 When it is your opportunity to speak,
2 please state and spell your first and last name
3 for the record. Just a reminder, you may not
4 defer your time to others.

5 The public scoping meeting will adjourn
6 at 7 o'clock tonight. If you do have any
7 additional comments that you would like to submit
8 beyond what you are able to address during your
9 comment period, please submit them in writing or
10 by calling at (855) 680-0455 after the meeting.

11 We will now begin the presentation
12 portion of the meeting with opening remarks from
13 Colonel Timothy Vail, Commander of the U.S. Army
14 Corps of Engineers Galveston District.

15 COLONEL VAIL: (Not audible)

16 Welcome to today's scoping meeting, the
17 Department of the Army's Permit SWG 2019 00067,
18 to deepen the Corpus Christi Ship Channel.

19 Particularly as we respond to COVID,
20 it's important to emphasize the critical role the
21 public plays in this permitting process and that
22 Corps values your attendance here today as we
23 consider this application.

24 The Port of Corpus Christi Authority is
25 proposing to deepen a 14-mile stretch of the

1 existing Corpus Christi Ship Channel in order to
2 accommodate fully-laden, Very Large Crude
3 Carriers that draft approximately 70 feet. The
4 Army Corps of Engineers is neither a proponent
5 nor an opponent of this project. We will
6 ultimately decide if the proposed project is not
7 contrary to the public's best interest.

8 In order to make that decision, we must
9 gather as much information as possible within an
10 appropriate permitting time period. This meeting
11 will give individuals the opportunity to comment
12 on the scope of the environmental impact
13 statement, or EIS, for the proposed project, and
14 all comments become part of the official record.

15 After the Port of Corpus Christi
16 Authority provides a brief description of the
17 proposed project, we will provide an overview of
18 the Department of the Army permit procedure and
19 the National Environmental Policy Act process.
20 Then we'll begin calling on the individuals who
21 signed up in advance to submit their comments.

22 Today's meeting is not a vote for or
23 against this project. It's an opportunity for
24 you to comment on the types of information that
25 should be evaluated to develop the scope of the

1 environmental impact statement. In determining
2 the scope of the environmental impact statement
3 and evaluation of the permit application, we will
4 be considering all relevant factors identified
5 during scoping and in response to the public
6 notice, including the needs and welfare of the
7 people and the project's impact on fish and
8 wildlife, historic properties, fisheries,
9 economic activity, navigation, safety and
10 recreational use.

11 As both a Texan and the Commander of the
12 Galveston District, I'd like to thank you for
13 participating in this process by attending this
14 meeting. The information and issues identified
15 during this meeting, along with the information
16 and issues provided in written comments, will all
17 be considered in the determination and the scope
18 of the EIS and subsequent evaluation of the
19 permit application.

20 MR. HUDSON: Thank you, Colonel Vail.
21 We will now proceed with the Port of Corpus
22 Christi Authority Channel Deepening Project
23 presentation, describing the proposed project.

24 (Recording played)

25 NARRATOR: Hello. Thank you for

1 taking the time to learn more about the Port of
2 Corpus Christi Authority's, or PCCA's, channel
3 deepening project. This presentation will
4 provide a brief overview of the project including
5 the purpose, engineering design considerations,
6 and completed and ongoing studies to support the
7 project.

8 As the Energy Port of the Americas,
9 the Port of Corpus Christi Authority is an
10 independent political subdivision governed by
11 seven commissioners. The Port develops property
12 and leases it to support energy trade in the
13 global market.

14 To give national perspective to the
15 size of the Port of Corpus Christi, if the Port
16 were a state, it would rank seventh in industrial
17 investment in terms of total capital expenses at
18 \$54 billion.

19 The Port of Corpus Christi Authority
20 is requesting permit authorization from the U.S.
21 Army Corps of Engineers, known as USACE, to
22 conduct dredge and fill activities to deepen a
23 portion of the existing Corpus Christi Ship
24 Channel as well as a 5.5 mile extension of the
25 ship channel to the natural minus 80 foot

1 bathometric contour in the Gulf of Mexico. The
2 project would deepen the channel from the western
3 portion of Harbor Island into the Gulf of Mexico,
4 an overall distance of approximately 13.8 miles.
5 The proposed project channel limits are shown
6 here in yellow.

7 The Port of Corpus Christi's
8 economic impact for the state of Texas is \$19
9 billion, providing over 98,000 jobs in the region
10 and generating \$446 million in local and state
11 taxes. This channel deepening project is
12 expected to have a \$257 million economic impact.

13 The Port of Corpus Christi has
14 implemented an environmental policy which was
15 adopted by the Port Commission in 2016. This
16 policy serves to ensure growth in a responsible
17 and sustainable manner. Every project or
18 operation is evaluated against this policy to
19 ensure it meets all five precepts. This project
20 is no exception, and you will note throughout
21 this presentation how different aspects of the
22 project have been developed supporting these
23 precepts.

24 The Port of Corpus Christi's
25 proximity to Texas shale plays combined with the

1 current and forecasted port infrastructure, make
2 the Port an attractive location for efficiently
3 exporting crude oil by Very Large Crude Carriers,
4 also known as VLCCs.

5 Exports have quintupled since 2017
6 and are projected to triple again by 2030. The
7 project is needed to accommodate the transit of
8 fully-laden VLCCs that have a draft of

9 approximately 70 feet. The deepening activities
10 would be completed within the footprint of the
11 authorized Corpus Christi Ship Channel width.

12 The proposed project does not include widening of
13 the channel, however, some minor incidental
14 widening of the channel slopes is expected to
15 meet side slope requirements and to maintain the
16 stability of the channel. This will also
17 minimize environmental impacts.

18 Dredged material removed from the
19 channel will be used to restore shorelines,
20 create aquatic habitats, and protect eroding
21 shorelines and seagrass habitats. The project
22 will also reduce the number of lightering vessels
23 traveling in and out of the port, effectively
24 lowering emissions and reducing operational risks
25 of crude transfers that are currently occurring

1 outside of the Port.

2 This is a depiction of the process
3 utilized by large tankers to load crude oil when
4 calling at the Port of Corpus Christi. The
5 existing channel depth requires crude carriers to
6 depart partially loaded from the Port, or that
7 VLCCs remain offshore while smaller tankers
8 transfer their cargo to the larger VLCCs from
9 inshore, a process known as reverse lightering.

10 The inefficiency of this process is
11 compounded when some of these smaller vessels,
12 Suezmax vessels for instance, being used in the
13 lightering process, are also not fully loaded
14 while traversing the channel.

15 As exports increase, the number of
16 lightering vessels and carriers will also
17 increase, adding to shipping delays and
18 congestion, which will affect all industries.
19 These delays and congestion will increase the
20 cost of transportation, which in turn will
21 increase the cost of crude oil, with the ultimate
22 consequence of making U.S. crude oil less
23 competitive in the global market.

24 Deepening the channel will allow for
25 the VLCCs to travel in and out of the port fully

1 loaded, ultimately allowing for more efficient
2 movement of U.S.-produced crude oil, and meeting
3 current and forecasted demand in support of
4 national energy security and national trade
5 objectives. The reduction in the number of
6 vessel trips will lower costs, man hours,
7 operational risks, and air emissions.

8 The dimensions of the design vessel
9 play an important role in determining the depth
10 of the proposed channel. The analysis included
11 the three largest classes of liquid-bulk crude
12 oil tankers from the current worldwide fleet, as
13 well as vessels on order to be constructed. The
14 selected vessel design, known as VLCCs, represent
15 32 percent of the current number of crude
16 vessels, and 54 percent by dead weight tonnage.
17 VLCCs also represent 45 percent of the current
18 order book for crude carriers.

19 The typical VLCC vessel size has
20 been extremely stable in the past 25 years.
21 Therefore, significant change in size in the
22 foreseeable future is not expected. You can see
23 here the average dimensions of the 99th
24 percentile vessel, with the draft based on West
25 Texas intermediate crude oil density values.

1 These values were selected for the project study
2 to determine the minimum channel dimensions for
3 the proposed channel deepening.

4 Here is a concise summary of the
5 current authorized channel depths and widths
6 compared to the proposed project channel depths
7 and widths. As previously discussed, the
8 deepened channel design was based on the 99th
9 percentile of VLCC vessel characteristics. Those
10 characteristics, in conjunction with design
11 factors such as currents, wind, wave effects,
12 ship speed, navigational traffic patterns, and
13 ship maneuverability, were used to determine the
14 optimal channel depths and widths. The study on
15 the optimal depth and width applied the design
16 characteristics of the World Association for
17 Waterborne Transport Infrastructure, known as
18 PIANC, and Army Corps of Engineers guidelines for
19 channels, to calculate the channel depths and
20 widths as shown in the table.

21 PIANC is a global organization that
22 has been providing guidance and technical advice
23 for sustainable waterborne transportation
24 infrastructure to ports, marinas, and waterways
25 since 1885.

1 Both one-way and two-way vessel
2 traffic designs were considered. One-way traffic
3 was ultimately decided upon to reduce the amount
4 of dredging needed for the proposed project and
5 reduce future channel maintenance dredging
6 volumes.

7 Portions of the channel have been
8 divided into segments, depending on the referred
9 design channel depths, widths, and slopes.

10 Segments 1 and 2 will be excavated to minus 77
11 feet of the mean lower low water level, or MLLW,
12 while segments 3 through 6 will be deepened from
13 the currently authorized depth of minus 54 feet
14 MLLW to minus 75 feet MLLW.

15 Segment 1, referred to as the outer
16 channel, is the new entrance channel extension to
17 the existing minus-80-foot bathometric contour in
18 the Gulf of Mexico.

19 Segment 2 continues inbound,
20 deepening the existing authorized minus-56-foot
21 channel to the same proposed dimensions as the
22 outer channel.

23 Segments 3 through 6 are the inbound
24 portions of work encompassing the Harbor Island
25 transition flair, Harbor Island junction, and

1 inner Corpus Christi channel.

2 A breakdown of anticipated new work
3 dredging volumes by segment is displayed here.

4 The design depths do not include the additional
5 two feet of advanced maintenance dredging and two
6 feet of over-dredge allowance. However, the
7 total dredge volume by segment does include the
8 advanced maintenance and over-dredge allowance
9 volumes.

10 As shown in the last row, the total
11 estimated dredge volume from the channel
12 deepening project is just under 42 million cubic
13 yards.

14 The dredged material management
15 plan, or DMMP, should consider the most cost-
16 effective and implementable alternatives that
17 weigh economics, engineering, and the
18 environment. Agency and public input was used to
19 develop the DMMP, which included using existing
20 placement areas, beneficial use sites, and ocean-
21 dredged material disposal site known as ODMDS.
22 Wherever feasible, environmental impacts to
23 existing oyster habitats, seagrass, wetlands, and
24 other ecosystems was avoided.

25 The DMMP for the project proposes a

1 series of existing upland placement areas and new
2 and existing beneficial use sites to optimize the
3 use of the new work dredged materials as much as
4 possible. Specifically the material will be used
5 to expand upland placement areas and beneficial
6 use sites as well as address shoreline repair
7 needs within Redfish Bay, Corpus Christi Bay, and
8 the Gulf of Mexico in the vicinity of the
9 channel.

10 13.8 million cubic yards of dredged
11 material are planned to be placed in the new work
12 ODMDS located approximately 3.4 miles offshore.

13 The material is mostly comprised of non-
14 structural clays which are not beneficial for
15 construction of berms or dikes. Preliminary
16 modeling using USACE's MP Fate modeling confirms
17 that there is enough capacity within the ODMDS
18 for disposal of the entire 13.8 million cubic
19 yards without exceeding the limiting mounding
20 height of 11 feet within the ODMDS.

21 The planning effort focused on
22 existing placement areas and beneficial use sites
23 as new upland placement opportunities are
24 limited. As mentioned, the initial beneficial
25 use concepts were generated by considering

1 existing agency restoration plans such as the
2 Texas General Land Office's Texas Coastal
3 Resiliency Master Plan, storm damage caused by
4 Hurricane Harvey, and beneficial use features
5 implemented elsewhere on the Gulf Coast.

6 Input was also gathered from
7 federal, state, and local resource agencies, and
8 used to help shape the direction of the DMMP.
9 Thirteen initiatives were ultimately decided on,
10 eleven of which were beneficial-use features
11 aimed to achieve a variety of shoreline
12 restoration, land loss restorations, marsh cell
13 expansion, and gulf-side shoreline initiatives.

14 The figure shown here summarizes the
15 placement areas included in the DMMP. Green
16 areas create and restore estuarine, aquatic, and
17 marsh habitats, and provide beach and dune
18 renourishment on the gulf side. Yellow areas
19 expand and repair existing placement areas,
20 restore eroded shorelines or provide protection
21 to seagrass areas.

22 The feeder berms, shown in blue,
23 offshore of San Jose Island and Mustang Island,
24 will nourish beach shorelines through the natural
25 sediment transport process.

1 Preliminary modeling was performed
2 to determine impacts on hydrodynamics, salinity,
3 shoaling and vessel wake, and ODMDS capacity as a
4 result of the proposed channel deepening. A
5 desktop study of cultural resources was conducted
6 along with wetland delineations and seagrass
7 surveys for placement options within the bay.
8 Tidal increases were observed to have a minimal
9 impact on the tidal range for the area, logging
10 in at less than an inch in Redfish Bay and less
11 than a half inch in Aransas Copano, Corpus
12 Christi, and Nueces bays.

13 Velocity changes were considered
14 negligible, as it represents 12 percent on
15 average speeds and 14 percent on peak speeds.
16 Shoaling analysis concluded an increase of
17 399,000 cubic yards of maintenance material
18 entering the channel system per year. This will
19 result in a maintenance dredging cycle frequency
20 increase from once every 2.5 years to once every
21 1.9 years.

22 Using the Delft3D modeling system,
23 the maximum salinity impact would still register
24 within the optimum salinity ranges for some of
25 the most prolific aquatic flora and fauna,

1 resulting in no negative impacts to these
2 species.

3 A ship simulation study was
4 performed by the Aransas-Corpus Christi pilots to
5 evaluate the feasibility of the channel
6 expansion, identify optimum channel dimensions
7 for safe and efficient operations, and to
8 determine any operation constraints that might be
9 required for safe operation. The simulation
10 confirmed the validity of the proposed design for
11 the approach channel and the inner channel.

12 Vessel wake studies showed reduced
13 sediment mobilization along adjoined shorelines
14 due to the reduced number of vessel transits per
15 year, from 792 to 528 as a result of the channel
16 deepening.

17 Wetland delineation surveys and
18 field work were performed to determine the
19 acreage of existing wetland ecosystems and
20 natural seagrass habitats within the proposed
21 placement sites. Adverse impacts are expected on
22 approximately 244 acres of delineated wetlands.

23 Wetlands that are distributed as a
24 result of placement operations will be replaced
25 in kind. The proposed restoration of the DMMP

1 provides for approximately 1100 acres of restored
2 aquatic habitat which greatly exceeds the actual
3 adverse impacts of 244 acres. A preliminary
4 report has been submitted to the U.S. Army Corps
5 of Engineers, and the Port of Corpus Christi
6 Authority is looking forward to consulting with
7 the state historic preservation officer on
8 additional studies.

9 The Port will continue to study this
10 proposed project to ensure the most informed
11 design. A passing vessel analysis is in process
12 and further ship simulations are anticipated for
13 mid-June to potentially reduce the channel width
14 in the inner channel and to study effects of
15 further 3-D current modeling when applied to the
16 simulation.

17 The Port of Corpus Christi Authority
18 is actively working with the U.S. Environmental
19 Protection Agency and the U.S. Army Corps of
20 Engineers to refine the sampling and analysis
21 plan for material testing related to ODMDS
22 approval. Design of the most effective placement
23 template for beach re-nourishment is ongoing with
24 continued analysis of channel material for sand
25 placement to best mimic that of native beach

1 materials.

2 Feeder berms offshore of San Jose
3 Island and Mustang Island are still being
4 evaluated for sizing and location to maximize the
5 amount of material contributed to beaches as a
6 result of the natural sediment transport process.

7 Thank you for taking the time to
8 learn more about the Port of Corpus Christi
9 Authority's channel deepening project. This
10 concludes the presentation.

11 (Recording stopped)

12 MR. HUDSON: As a reminder, you may sign
13 up at any time during this meeting to provide
14 verbal comments by calling (855) 680-0455 and
15 pressing *3 when prompted. If you have already
16 joined us by phone, simply press *3 to sign up.

17 And now, we will provide information
18 about the U.S. Army Corps of Engineers EIS
19 process, including the purpose and need,
20 potential project alternatives, as well as an
21 overview of the known environmental concerns.

22 (Recording played)

23 MR. HUDSON: Hello. My name is
24 Jayson Hudson, and I am the Corps Regulatory
25 Project Manager for the Port of Corpus Christi

1 Authority's channel deepening EIS. I will
2 present to you an overview of the Corps EIS
3 process and the results of our early scoping for
4 the channel deepening EIS.

5 The objectives of my presentation
6 are to provide you an overview of the relevant
7 laws, introduce the Corps project team, and
8 describe some of the content of the EIS as well
9 as some of the alternatives and environmental
10 concerns that have been identified.

11 The Port Authority's permit
12 application is subject to Sections 10 and 14 of
13 the Rivers and Harbors Act, Section 404 of the
14 Clean Water Act, Section 103 of the Marine
15 Protection Research and Sanctuaries Act, Title 41
16 of the Fixing America's Surface Transportation,
17 or FAST, Act, and Executive Order 13807.

18 The project must also be coordinated
19 with state and federal agencies pursuant to
20 Section 401 of the Clean Water Act, the Coastal
21 Zone Management Act, the Endangered Species Act,
22 the Magnuson-Stevens Fishery Conservation and
23 Management Act, and the National Historic
24 Preservation Act.

25 Title 41 of FAST, often referred to

1 as FAST41, standardizes interagency consultation
2 and coordination practices and requires that a
3 schedule for these practices be established and
4 published on the federal Permitting Improvement
5 Steering Council permit performance website.

6 Executive Order 13807 requires
7 federal agencies to process environmental reviews
8 and authorization decisions for major
9 infrastructure projects as one federal decision.
10 That means that all federal agencies with review
11 responsibilities for major infrastructure
12 projects must develop a single EIS and sign a
13 single record of decision, or ROD.

14 The EIS team is comprised of the
15 Corps as the lead federal agency, with the
16 Environmental Protection Agency, the National
17 Marine Fisheries Service, the U.S. Coast Guard,
18 and the U.S. Fish and Wildlife Service as
19 cooperating agencies in the development of the
20 EIS.

21 Several state agencies, including
22 the Texas Commission on Environmental Quality,
23 Texas Parks and Wildlife Department, Texas
24 Historical Commission, and Texas General Land
25 Office are also participating or commenting on

1 the development of the EIS.

2 The Environmental Impact Statement
3 contractor is Freese and Nichols, Incorporated,
4 and the applicant is the Port of Corpus Christi
5 Authority.

6 Due to limited resources, the Corps
7 regulatory program utilizes a third-party
8 contractor process to develop an EIS. In this
9 process, the lead federal agency, applicant, and
10 environmental consultant enter into an agreement
11 where the applicant contracts and pays for the
12 environmental consultant who prepares the EIS
13 under the direction of the Corps.

14 As you can see in the diagram, the
15 Corps directs the environmental consultant on the
16 development of the EIS independent of the
17 applicant. It's important to emphasize that
18 ultimately, the Corps is responsible for the
19 development and content of the EIS.

20 Here we have a timeline of major
21 milestones for this project. The Port Authority
22 submitted their application on January 7th of
23 2019, and the Corps concluded an EIS would be
24 required in March. Subsequent to that, the
25 project was designated a FAST41 project in June

1 of 2019 and initial public notice was published
2 in August.

3 After coordinating with the
4 cooperating agencies, the Corps developed a
5 purpose and need for the project in March of
6 2020, which we will discuss later in the
7 presentation. The notice of intent to develop
8 the EIS was published in April of 2020.

9 The draft EIS is scheduled to be
10 provided to the public in March of 2021, with a
11 public hearing and comment period in March and
12 April of the same year. The final EIS is
13 scheduled to be provided to the public in January
14 of 2022, followed by a permit decision which will
15 be documented in a record of decision in April of
16 2022.

17 This EIS flowchart shows the
18 sequential process for developing and publishing
19 an EIS. We are currently in the scoping stage of
20 the EIS, where we are soliciting your input. The
21 information and issues identified during scoping,
22 along with the information and issues provided in
23 letters sent in response to the public notice,
24 and all other pertinent data, will be considered
25 in the determination of the scope of the EIS and

1 the subsequent permit decision which is
2 documented in a record of decision.

3 The scoping process is an integral
4 step in the development of an EIS, with the
5 overall goal of defining the scope of issues to
6 be addressed in-depth in the analysis. The
7 scoping process helps the Corps identify people
8 and organizations that may be affected or have
9 interest in the project, as well as identifying
10 the roles and responsibilities of state and
11 federal agencies.

12 The scoping process also helps
13 identify significant issues that may have not
14 already been identified, as well as eliminate
15 issues that will not be significant or have
16 already been addressed. The scoping process can
17 also aid the identification and gaps in data and
18 information as well as identify related studies
19 that may be applicable.

20 Listed here are the typical sections
21 of an EIS. The first chapter will provide an
22 introduction to the project and the Corps' stated
23 purpose and need for the project. The second
24 chapter describes the alternatives to the
25 applicant's proposed project and the subsequent

1 chapters assess the impacts of all of the
2 alternatives evaluated. The assessments will
3 cover a wide range of environmental impacts
4 including the cumulative impacts.

5 In addition, studies that support
6 the analysis will be provided in the appendices
7 of the EIS. This may include, but not limited
8 to, ocean dredged material disposal site
9 analysis, Endangered Species Act assessments,
10 cultural resource studies, hydrology and
11 hydraulic studies, as well as compensatory
12 mitigation plans.

13 The Corps is required by regulation
14 to restate the purpose for the project from the
15 public interest perspective. The Corps, after
16 coordinating with cooperating agencies, developed
17 two purpose statements: a basic purpose and an
18 overall purpose.

19 The basic purpose is developed to
20 determine if a project requires siting in or
21 proximity to a special aquatic site such as
22 wetlands and seagrasses. Based on the Corps'
23 basic project purpose, shown here, the project
24 was determined not to require siting in or
25 proximity to a special aquatic site such as

1 wetlands and seagrasses. Therefore, it is
2 presumed that an alternative that does not affect
3 special aquatic sites is available.

4 The overall purpose is developed to
5 identify and screen alternatives to the
6 applicant's proposed project. The Corps has
7 determined that the overall project purpose from
8 the public interest perspective, is to safely,
9 efficiently, and economically export current and
10 forecasted crude oil inventories via Very Large
11 Crude Carriers, a common vessel in the world
12 fleet.

13 Crude oil is delivered via pipeline
14 from the Eagle Ford and Permian Basins to
15 multiple locations at the Port of Corpus Christi.
16 Crude oil inventories exported at the Port of
17 Corpus Christi have increased from 280,000
18 barrels per day in 2017 to 1,650,000 barrels in
19 January of 2020, with forecasts increasing to
20 4,500,000 barrels per day by 2030. Current
21 facilities require vessel lightering to fully
22 load a VLCC, which increases cost and affects
23 safety.

24 Alternatives that were identified
25 during the initial public notice, which is an

1 early scoping step, include the no action
2 alternative which in this case would be permit
3 denial; the applicant's preferred alternative; as
4 well as alternatives to the deepening of the
5 channel such as a deep-water port facility. It
6 is not uncommon in complex projects such as this
7 one to have alternatives developed for
8 subcomponents of the project: in this case,
9 alternatives to the proposed dredge material
10 placement options, such as offshore disposal,
11 beneficial use, and upland placement.

12 In addition to the alternatives that
13 were identified during the public notice, several
14 environmental concerns were raised. Many of the
15 comments received focused on impacts to wetlands
16 and seagrasses as well as threatening endangered
17 species. Additional comments were received on
18 navigation safety and recreational use of the
19 area.

20 I thank you for your interest in the
21 development of the EIS for the Port of Corpus
22 Christi Authority's channel deepening project. I
23 look forward to receiving your comments and
24 suggestions. We will be accepting scoping
25 comments through July 3, 2020. If you would like

1 to submit written comments, you may do so at the
2 mailing address or electronic email address shown
3 on your screen.

4 (Recording stopped)

5 MR. HUDSON: That concludes the
6 presentation portion of today's scoping meeting.
7 We will now begin the commenting period. As a
8 reminder, you may sign up at any time during the
9 meeting to provide verbal comments by calling
10 (855) 680-0455 and pressing *3 when prompted. If
11 you're already joining us by phone, simply press
12 *3 to sign up.

13 Speakers will be called on to provide
14 comments in the order in which they have signed
15 up. We will announce upcoming speakers in groups
16 of five, so you are aware of when you will be
17 called to speak.

18 First, Federal, State, and local elected
19 officials who wish to make a verbal comment will
20 be called on to do so. Then anyone else who has
21 indicated a desire to speak will be given the
22 same opportunity. I will then call on each
23 member of the public who has signed up to speak
24 by the name or the last four digits of your phone
25 number in the order that you signed up.

1 When it is your turn to speak, please
2 mute your computer audio to avoid feedback. Each
3 speaker will be given three minutes to make their
4 comments. When it is your turn to speak, please
5 mute your computer audio to avoid feedback. A
6 countdown timer will be displayed on the meeting
7 broadcast screen for each speaker to indicate
8 their remaining time. As your time ends, please
9 be courteous to the other members of the public
10 who wish to provide comments and quickly wrap up
11 your comments, to ensure that everyone who would
12 like to speak has the opportunity to do so.

13 If you do not need the entire time
14 allotted, help us to include everyone by only
15 using the time you need. If you complete your
16 comments in less than three minutes, we will
17 restart the clock for the next speaker.

18 Please keep in mind that we reserve the
19 right to mute your microphone if this instruction
20 is not followed.

21 If you do not wish to provide a comment
22 today but would still like to submit comments to
23 the project team, there are other ways to do so.

24 All written comments received during the
25 formal commenting period through July 3, 2020,

1 will carry the same weight as the comments
2 submitted today. You do not have to submit a
3 comment today, and you will be heard just as
4 clearly as those who spoke today.

5 You may submit written comments through
6 a variety of methods: online through the project
7 website, by email to PCCA-Channel-
8 EIS@publicinput.com, or you may text your comment
9 to (855) 680-0455; or you may dial that number
10 and leave a voicemail message. You may also
11 submit comments by mail directly to me at the
12 address that I provided on the last slide, or you
13 may email directly to me at
14 SWG201901027@USACE.Army.Mil. This information is
15 provided on the project website for you.

16 In order for your comments to be
17 considered, it must be postmarked no later than
18 July 3, 2020. This information is also provided
19 on the public website.

20 We will begin with comments from public
21 officials.

22 Connor, do we have any public officials
23 who wish to provide comments today?

24 MR. STOKES: Hi, Jayson. We currently
25 do not have any public officials that have signed

1 up to provide comments.

2 MR. HUDSON: Thank you. Who are our
3 first five public speakers?

4 MR. STOKES: We currently have two
5 speakers in the queue. Those are speakers with
6 call-in numbers ending in 5476 and 2146.

7 I will now call on speaker -- caller
8 with the number ending in 5476. Your phone has
9 been unmuted, and you may begin providing your
10 comments.

11 (No audible response)

12 Call-in number ending in 5476, you may
13 now begin providing comments. Please state your
14 first and last name as well as spelling before
15 beginning.

16 (No audible response)

17 Again, call-in number 5476, you may now
18 begin providing comment.

19 Okay. We will move on to our next
20 speaker ending in phone number 2146. I'll now
21 unmute your microphone so you can begin to
22 provide comment.

23 (No audible response)

24 Call-in number 2146, your microphone is
25 unmuted, and you may begin speaking.

1 (No audible response)

2 As a reminder, please check your own
3 mute button on your device, if you are not able
4 to be heard.

5 MR. HUDSON: Please bear with us a
6 moment. We seem to be having another technical
7 difficulty.

8 (Pause)

9 MR. STOKES: I'll try calling user
10 ending in 5476 again. Your microphone is
11 unmuted, and you may begin providing your
12 comments.

13 (Pause)

14 We apologize everyone. It appears that
15 the comments are coming through on the phone
16 number that folks have called into, but they're
17 not being heard through the WebEx platform.
18 We're working to resolve this right now. Please
19 be patient with us. Again, we apologize for the
20 technical difficulties.

21 (Pause)

22 Okay. We -- sorry for the delay. We
23 believe we have the issue resolved.

24 Caller, phone number ending in 2146, I
25 apologize if you've already spoken, but you

1 should be good to go to provide comments at this
2 time.

3 MR. NYE: Okay. I'll start again.

4 (Audio echo)

5 It's not on my end I don't think because
6 I only have one phone and not using my computer.
7 Can you hear me now?

8 MR. STOKES: We can.

9 MR. NYE: Hello.

10 MR. STOKES: We can hear you. Please
11 say your name, and you may begin with your
12 comments. I apologize for the feedback.

13 MR. NYE: Okay. My name is Patrick
14 Nigh. That's spelled P-a-t-r-i-c-k, N-y-e. I
15 live in Ingleside on the bay, and my parents
16 bought a beach house here in 1967.

17 My comments have to do with several
18 things. First, the current dredging operations
19 that are undergoing -- that are ongoing near the
20 intercostal and the Corpus Christi Ship Channel
21 as well as (Indiscernible) is causing some issues
22 within our bay front here.

23 First off, we've had some oil spills
24 that have come off some of the pump barges. We
25 also have numerous dredge line leaks. I'm just

1 wondering who actually watches this and controls
2 this because this becomes a problem to our
3 seagrasses and our community.

4 Also, there's dirt work underway in the
5 Corpus Christi Ship Channel across from IOB, and
6 we're being impacted by dust and particulate
7 matter that's falling in our communities and
8 across our vehicles and our homes and so forth.
9 Although we see a water truck, it doesn't seem
10 like it's used very often.

11 I'm wondering who is actually monitoring
12 this, and does this dust contain heavy metals or
13 other chemicals that have been dredged up in
14 prior operations.

15 We're also concerned about the emissions
16 of ship traffic, and I know that loitering makes
17 sense. But we also have tankers that are bored
18 down the street from, and we have actually
19 measured some increase in some toxic materials
20 coming from those ships. Will that be looked at
21 in your EIS study?

22 We also want to ask about the deepening
23 and the direct effect of what's going to happen
24 with storm surge with this deepening of the
25 channel. Is relative sea level taken into

1 effect. And I know you mentioned that you're
2 going to have a passing vessel study. But how is
3 that being utilized for our community and other
4 low-lying communities such as Aransas Pass,
5 Rockport, Port Aransas, Port of Flour Bluff,
6 North Beach? How are these people -- how would
7 they be impacted?

8 We do know from previous studies that
9 over-topping of our bulkheads occur now. How is
10 that going to -- how are we going to be more
11 affected with relative sea level, and what is the
12 Corps of Engineers and other entities doing to
13 help us understand and manage this problem.

14 That is my comment. I will send in some
15 written comments in addition to these. Thank you
16 for your time.

17 MR. STOKES: Thank you, Mr. Nye, for
18 your comments. Those have been recorded
19 (indiscernible) for the scoping meeting.

20 We would like to, at this time, go back
21 to caller with phone number ending in 5476 so
22 your comments may be heard on the record as well.
23 I apologize if you are no longer in the queue,
24 but if you are able to call back in, we would
25 like to acknowledge your comments at this time.

1 (No audible response)

2 (Pause)

3 MR. STOKES: Again (audio echo).

4 I apologize for the echo again.

5 Caller number ending in 5476, we'd like
6 to record your comments on the record at this
7 time if you're still available.

8 UNIDENTIFIED MALE: Yes, thank you.

9 (Audio echo)

10 MR. STOKES: (Audio echo)

11 I apologize. Caller ending in 5476, you
12 may now proceed. Please provide your first and
13 last name before beginning.

14 UNIDENTIFIED MALE: (Audio echo)

15 MR. STOKES: You may need to mute your
16 computer microphone before speaking.

17 (Audio echo)

18 We'll attempt one more try for call-in
19 number 5476. Please -- please try again at this
20 time.

21 UNIDENTIFIED MALE: (Audio echo)

22 Can you hear me?

23 MR. STOKES: I sincerely apologize for
24 the technical difficulties we're again, everyone.
25 Again, we apologize. We will -- we will make

1 sure that these issues are resolved prior to our
2 upcoming meetings on June 11th, June 16th, and
3 June 18th. We understand if you won't be able to
4 submit verbal comments at that time, but we do
5 encourage everyone to continue sending comments
6 through the project phone number and leaving on
7 voicemail messages, written comments to the
8 project email address, as well as any text
9 comments to the project phone number as well.

10 Once again, we sincerely apologize for
11 these technical difficulties that we've been
12 having here this evening.

13 MR. HUDSON: Well, everybody. I
14 appreciate you bearing through some of the
15 technical difficulties. We are going to go ahead
16 and adjourn the meeting at this time. I would
17 like to take the opportunity to remind you that
18 we are continuing to accept comments in writing,
19 by email, by text. You can leave a voicemail at
20 the telephone number. We will conduct three
21 additional meetings to this one, hopefully with
22 technical issues resolved.

23 But at this point I thank you for your
24 participation today and the interest that you
25 have shown in the proposed project. I officially

1 adjourn the public scoping meeting today. Thank
2 you.

3 (END OF VIDEO FILE)
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CERTIFICATE OF TRANSCRIPTIONIST

I certify that the foregoing is a true and accurate transcript of the digital recording provided to me in this matter.

I do further certify that I am neither a relative, nor employee, nor attorney of any of the parties to this action, and that I am not financially interested in the action.



Julie Thompson, CET-1036

Scoping Meeting

June 11, 2020

TRANSCRIPT OF AUDIO FILE
PCCA SCOPING MEETING
JUNE 11, 2020

1 MR. HUDSON: Good afternoon. On behalf
2 of the project team, we thank you for your time
3 and interest in the Port of Corpus Christi
4 Authority's Channel Deepening Project
5 Environmental Impact Statement or EIS.

6 My name is Jayson Hudson. I am the U.S.
7 Army Corps of Engineers Regulatory Project
8 Manager for the Department of the Army permit
9 application.

10 If you are rejoining us from our June
11 9th public scoping meeting, I thank you for
12 rejoining us and apologize for the technical
13 difficulties during that meeting.

14 The overall goal of public scoping is to
15 define the issues to be addressed in depth in the
16 analysis that will be included in the EIS. That
17 is why we're here today. We want to hear from
18 you about the issues you would like for us to
19 address in the EIS, and we appreciate everyone
20 taking the time to join us.

21 Before we proceed with our agenda, I
22 would like to acknowledge the project team
23 members in attendance today. From the U.S. Army
24 Corps of Engineers, I am joined by Joe McMahan,
25 the Chief of Regulatory, and Bob Hindley

1 (phonetic), the Deputy Chief of Regulatory.

2 From the Port of Corpus Christi
3 Authority, we are joined by Sean Strawbridge,
4 Chief Executive Officer; Omar Garcia, Chief
5 External Affairs Officer; Sarah Garza, Director
6 of Environmental Planning and Compliance; Dan
7 Koesema, Director of Channel Development; Lisa
8 Hinojosa, Communications Manager; Beatrice
9 Riviera, Permitting Specialist -- I'm sorry --
10 Environmental Engineer; Yvonne Dives-Gomez,
11 Permitting Specialist; Adrianna Escamilla,
12 Government Affairs Specialist, and several team
13 members from the Port's consulting firm, AE COM
14 (phonetic).

15 From the Corps EIS contractor team, we
16 are joined by Lisa Vitalie (phonetic), Tony Risco
17 (phonetic), and Tom Dixon from Freese and
18 Nichols, as well as Leslie Hollaway and Connor
19 Stokes from Hollaway Environmental and
20 Communication Services, who will be assisting me
21 today.

22 During the meeting today, Colonel
23 Timothy Vail, Commander of the U.S. Army Corps of
24 Engineers Galveston District, will provide
25 opening remarks followed by presentations about

1 the proposed project from the Corps and the Port
2 of Corpus Christi Authority.

3 After the presentations, you will be
4 provided with the opportunity to speak directly
5 to the project team. If you did not sign up to
6 speak when you registered for today's meeting,
7 you may do so at any time during the meeting by
8 using the "raise hand" feature located next to
9 your name in the WebEx participant list. Please
10 see the screen for additional instruction about
11 using the raise hand feature through WebEx.
12 Please note that you must access the WebEx portal
13 online to sign up to speak today.

14 Speakers will be called on to provide
15 comments in the order in which they have signed
16 up. We will announce upcoming speakers in groups
17 of five, so you are aware of when you will be
18 called to speak.

19 For individuals who have only called in
20 through the phone line, you have the option to
21 submit written comments through mail, online
22 through the project website, and by texting or
23 calling the project phone number, (855) 680-0455.
24 I repeat, that number is (855) 680-0455.

25 We will now begin the presentation

1 portion of the meeting with opening remarks from
2 Colonel Timothy Vail, Commander of the U.S. Army
3 Corps of Engineers District.

4 COLONEL VAIL: Hello. I'm Colonel
5 Timothy Vail, Commander of the Galveston District
6 for the U.S. Army Corps of Engineers. Welcome to
7 today's scoping meeting, the Department of the
8 Army's Permit SWG 2019 00067, to deepen the
9 Corpus Christi Ship Channel.

10 Particularly as we respond to COVID,
11 it's important to emphasize the critical role the
12 public plays in this permitting process and that
13 Corps values your attendance here today as we
14 consider this application.

15 The Port of Corpus Christi Authority is
16 proposing to deepen a 14-mile stretch of the
17 existing Corpus Christi Ship Channel in order to
18 accommodate fully-laden, Very Large Crude
19 Carriers that draft approximately 70 feet. The
20 Army Corps of Engineers is neither a proponent
21 nor an opponent of this project. We will
22 ultimately decide if the proposed project is not
23 contrary to the public's best interest.

24 In order to make that decision, we must
25 gather as much information as possible within an

1 appropriate permitting time period. This meeting
2 will give individuals the opportunity to comment
3 on the scope of the environmental impact
4 statement, or EIS, for the proposed project, and
5 all comments become part of the official record.

6 After the Port of Corpus Christi
7 Authority provides a brief description of the
8 proposed project, we will provide an overview of
9 the Department of the Army permit procedure and
10 the National Environmental Policy Act process.
11 Then we'll begin calling on the individuals who
12 signed up in advance to submit their comments.

13 Today's meeting is not a vote for or
14 against this project. It's an opportunity for
15 you to comment on the types of information that
16 should be evaluated to develop the scope of the
17 environmental impact statement. In determining
18 the scope of the environmental impact statement
19 and evaluation of the permit application, we will
20 be considering all relevant factors identified
21 during scoping and in response to the public
22 notice, including the needs and welfare of the
23 people and the project's impact on fish and
24 wildlife, historic properties, fisheries,
25 economic activity, navigation, safety and

1 recreational use.

2 As both a Texan and the Commander of the
3 Galveston District, I'd like to thank you for
4 participating in this process by attending this
5 meeting. The information and issues identified
6 during this meeting, along with the information
7 and issues provided in written comments, will all
8 be considered in the determination and the scope
9 of the EIS and subsequent evaluation of the
10 permit application.

11 MR. HUDSON: Thank you, Colonel Vail.
12 We will now proceed with the Port of Corpus
13 Christi Authority Channel Deepening Project
14 presentation, describing the proposed project.

15 (Recording played)

16 NARRATOR: Hello. Thank you for
17 taking the time to learn more about the Port of
18 Corpus Christi Authority's, or PCCA's, channel
19 deepening project. This presentation will
20 provide a brief overview of the project including
21 the purpose, engineering design considerations,
22 and completed and ongoing studies to support the
23 project.

24 As the Energy Port of the Americas,
25 the Port of Corpus Christi Authority is an

1 independent political subdivision governed by
2 seven commissioners. The Port develops property
3 and leases it to support energy trade in the
4 global market.

5 To give national perspective to the
6 size of the Port of Corpus Christi, if the Port
7 were a state, it would rank seventh in industrial
8 investment in terms of total capital expenses at
9 \$54 billion.

10 The Port of Corpus Christi Authority
11 is requesting permit authorization from the U.S.
12 Army Corps of Engineers, known as USACE, to
13 conduct dredge and fill activities to deepen a
14 portion of the existing Corpus Christi Ship
15 Channel as well as a 5.5 mile extension of the
16 ship channel to the natural minus 80 foot
17 bathometric contour in the Gulf of Mexico. The
18 project would deepen the channel from the western
19 portion of Harbor Island into the Gulf of Mexico,
20 an overall distance of approximately 13.8 miles.
21 The proposed project channel limits are shown
22 here in yellow.

23 The Port of Corpus Christi's
24 economic impact for the state of Texas is \$19
25 billion, providing over 98,000 jobs in the region

1 and generating \$446 million in local and state
2 taxes. This channel deepening project is
3 expected to have a \$257 million economic impact.

4 The Port of Corpus Christi has
5 implemented an environmental policy which was
6 adopted by the Port Commission in 2016. This
7 policy serves to ensure growth in a responsible
8 and sustainable manner. Every project or
9 operation is evaluated against this policy to
10 ensure it meets all five precepts. This project
11 is no exception, and you will note throughout
12 this presentation how different aspects of the
13 project have been developed supporting these
14 precepts.

15 The Port of Corpus Christi's
16 proximity to Texas shale plays combined with the
17 current and forecasted port infrastructure, make
18 the Port an attractive location for efficiently
19 exporting crude oil by Very Large Crude Carriers,
20 also known as VLCCs.

21 Exports have quintupled since 2017
22 and are projected to triple again by 2030. The
23 project is needed to accommodate the transit of
24 fully-laden VLCCs that have a draft of
25 approximately 70 feet. The deepening activities

1 would be completed within the footprint of the
2 authorized Corpus Christi Ship Channel width.
3 The proposed project does not include widening of
4 the channel, however, some minor incidental
5 widening of the channel slopes is expected to
6 meet side slope requirements and to maintain the
7 stability of the channel. This will also
8 minimize environmental impacts.

9 Dredged material removed from the
10 channel will be used to restore shorelines,
11 create aquatic habitats, and protect eroding
12 shorelines and seagrass habitats. The project
13 will also reduce the number of lightering vessels
14 traveling in and out of the port, effectively
15 lowering emissions and reducing operational risks
16 of crude transfers that are currently occurring
17 outside of the Port.

18 This is a depiction of the process
19 utilized by large tankers to load crude oil when
20 calling at the Port of Corpus Christi. The
21 existing channel depth requires crude carriers to
22 depart partially loaded from the Port, or that
23 VLCCs remain offshore while smaller tankers
24 transfer their cargo to the larger VLCCs from
25 inshore, a process known as reverse lightering.

1 The inefficiency of this process is
2 compounded when some of these smaller vessels,
3 Suezmax vessels for instance, being used in the
4 lightering process, are also not fully loaded
5 while traversing the channel.

6 As exports increase, the number of
7 lightering vessels and carriers will also
8 increase, adding to shipping delays and
9 congestion, which will affect all industries.
10 These delays and congestion will increase the
11 cost of transportation, which in turn will
12 increase the cost of crude oil, with the ultimate
13 consequence of making U.S. crude oil less
14 competitive in the global market.

15 Deepening the channel will allow for
16 the VLCCs to travel in and out of the port fully
17 loaded, ultimately allowing for more efficient
18 movement of U.S.-produced crude oil, and meeting
19 current and forecasted demand in support of
20 national energy security and national trade
21 objectives. The reduction in the number of
22 vessel trips will lower costs, man hours,
23 operational risks, and air emissions.

24 The dimensions of the design vessel
25 play an important role in determining the depth

1 of the proposed channel. The analysis included
2 the three largest classes of liquid-bulk crude
3 oil tankers from the current worldwide fleet, as
4 well as vessels on order to be constructed. The
5 selected vessel design, known as VLCCs, represent
6 32 percent of the current number of crude
7 vessels, and 54 percent by dead weight tonnage.
8 VLCCs also represent 45 percent of the current
9 order book for crude carriers.

10 The typical VLCC vessel size has
11 been extremely stable in the past 25 years.
12 Therefore, significant change in size in the
13 foreseeable future is not expected. You can see
14 here the average dimensions of the 99th
15 percentile vessel, with the draft based on West
16 Texas intermediate crude oil density values.
17 These values were selected for the project study
18 to determine the minimum channel dimensions for
19 the proposed channel deepening.

20 Here is a concise summary of the
21 current authorized channel depths and widths
22 compared to the proposed project channel depths
23 and widths. As previously discussed, the
24 deepened channel design was based on the 99th
25 percentile of VLCC vessel characteristics. Those

1 characteristics, in conjunction with design
2 factors such as currents, wind, wave effects,
3 ship speed, navigational traffic patterns, and
4 ship maneuverability, were used to determine the
5 optimal channel depths and widths. The study on
6 the optimal depth and width applied the design
7 characteristics of the World Association for
8 Waterborne Transport Infrastructure, known as
9 PIANC, and Army Corps of Engineers guidelines for
10 channels, to calculate the channel depths and
11 widths as shown in the table.

12 PIANC is a global organization that
13 has been providing guidance and technical advice
14 for sustainable waterborne transportation
15 infrastructure to ports, marinas, and waterways
16 since 1885.

17 Both one-way and two-way vessel
18 traffic designs were considered. One-way traffic
19 was ultimately decided upon to reduce the amount
20 of dredging needed for the proposed project and
21 reduce future channel maintenance dredging
22 volumes.

23 Portions of the channel have been
24 divided into segments, depending on the referred
25 design channel depths, widths, and slopes.

1 Segments 1 and 2 will be excavated to minus 77
2 feet of the mean lower low water level, or MLLW,
3 while segments 3 through 6 will be deepened from
4 the currently authorized depth of minus 54 feet
5 MLLW to minus 75 feet MLLW.

6 Segment 1, referred to as the outer
7 channel, is the new entrance channel extension to
8 the existing minus-80-foot bathometric contour in
9 the Gulf of Mexico.

10 Segment 2 continues inbound,
11 deepening the existing authorized minus-56-foot
12 channel to the same proposed dimensions as the
13 outer channel.

14 Segments 3 through 6 are the inbound
15 portions of work encompassing the Harbor Island
16 transition flair, Harbor Island junction, and
17 inner Corpus Christi channel.

18 A breakdown of anticipated new work
19 dredging volumes by segment is displayed here.
20 The design depths do not include the additional
21 two feet of advanced maintenance dredging and two
22 feet of overdredge allowance. However, the total
23 dredge volume by segment does include the
24 advanced maintenance and overdredge allowance
25 volumes.

1 As shown in the last row, the total
2 estimated dredge volume from the channel
3 deepening project is just under 42 million cubic
4 yards.

5 The dredged material management
6 plan, or DMMP, should consider the most cost-
7 effective and implementable alternatives that
8 weigh economics, engineering, and the
9 environment. Agency and public input was used to
10 develop the DMMP, which included using existing
11 placement areas, beneficial use sites, and ocean-
12 dredged material disposal site known as ODMDS.

13 Wherever feasible, environmental impacts to
14 existing oyster habitats, seagrass, wetlands, and
15 other ecosystems was avoided.

16 The DMMP for the project proposes a
17 series of existing upland placement areas and new
18 and existing beneficial use sites to optimize the
19 use of the new work dredged materials as much as
20 possible. Specifically the material will be used
21 to expand upland placement areas and beneficial
22 use sites as well as address shoreline repair
23 needs within Redfish Bay, Corpus Christi Bay, and
24 the Gulf of Mexico in the vicinity of the
25 channel.

1 13.8 million cubic yards of dredged
2 material are planned to be placed in the new work
3 ODMDS located approximately 3.4 miles offshore.
4 The material is mostly comprised of non-
5 structural clays which are not beneficial for
6 construction of berms or dikes. Preliminary
7 modeling using USACE's MP Fate modeling confirms
8 that there is enough capacity within the ODMDS
9 for disposal of the entire 13.8 million cubic
10 yards without exceeding the limiting mounding
11 height of 11 feet within the ODMDS.

12 The planning effort focused on
13 existing placement areas and beneficial use sites
14 as new upland placement opportunities are
15 limited. As mentioned, the initial beneficial
16 use concepts were generated by considering
17 existing agency restoration plans such as the
18 Texas General Land Office's Texas Coastal
19 Resiliency Master Plan, storm damage caused by
20 Hurricane Harvey, and beneficial use features
21 implemented elsewhere on the Gulf Coast.

22 Input was also gathered from
23 federal, state, and local resource agencies, and
24 used to help shape the direction of the DMMP.
25 Thirteen initiatives were ultimately decided on,

1 eleven of which were beneficial-use features
2 aimed to achieve a variety of shoreline
3 restoration, land loss restorations, marsh cell
4 expansion, and gulf-side shoreline initiatives.

5 The figure shown here summarizes the
6 placement areas included in the DMMP. Green
7 areas create and restore estuarine, aquatic, and
8 marsh habitats, and provide beach and dune
9 renourishment on the gulf side. Yellow areas
10 expand and repair existing placement areas,
11 restore eroded shorelines or provide protection
12 to seagrass areas.

13 The feeder berms, shown in blue,
14 offshore of San Jose Island and Mustang Island,
15 will nourish beach shorelines through the natural
16 sediment transport process.

17 Preliminary modeling was performed
18 to determine impacts on hydrodynamics, salinity,
19 shoaling and vessel wake, and ODMDS capacity as a
20 result of the proposed channel deepening. A
21 desktop study of cultural resources was conducted
22 along with wetland delineations and seagrass
23 surveys for placement options within the bay.
24 Tidal increases were observed to have a minimal
25 impact on the tidal range for the area, logging

1 in at less than an inch in Redfish Bay and less
2 than a half inch in Aransas Copano, Corpus
3 Christi, and Nueces bays.

4 Velocity changes were considered
5 negligible, as it represents 12 percent on
6 average speeds and 14 percent on peak speeds.

7 Shoaling analysis concluded an increase of
8 399,000 cubic yards of maintenance material
9 entering the channel system per year. This will
10 result in a maintenance dredging cycle frequency
11 increase from once every 2.5 years to once every
12 1.9 years.

13 Using the Delft3D modeling system,
14 the maximum salinity impact would still register
15 within the optimum salinity ranges for some of
16 the most prolific aquatic flora and fauna,
17 resulting in no negative impacts to these
18 species.

19 A ship simulation study was
20 performed by the Aransas-Corpus Christi pilots to
21 evaluate the feasibility of the channel
22 expansion, identify optimum channel dimensions
23 for safe and efficient operations, and to
24 determine any operation constraints that might be
25 required for safe operation. The simulation

1 confirmed the validity of the proposed design for
2 the approach channel and the inner channel.

3 Vessel wake studies showed reduced
4 sediment mobilization along adjoined shorelines
5 due to the reduced number of vessel transits per
6 year, from 792 to 528 as a result of the channel
7 deepening.

8 Wetland delineation surveys and
9 field work were performed to determine the
10 acreage of existing wetland ecosystems and
11 natural seagrass habitats within the proposed
12 placement sites. Adverse impacts are expected on
13 approximately 244 acres of delineated wetlands.

14 Wetlands that are distributed as a
15 result of placement operations will be replaced
16 in kind. The proposed restoration of the DMMP
17 provides for approximately 1100 acres of restored
18 aquatic habitat which greatly exceeds the actual
19 adverse impacts of 244 acres. A preliminary
20 report has been submitted to the U.S. Army Corps
21 of Engineers, and the Port of Corpus Christi
22 Authority is looking forward to consulting with
23 the state historic preservation officer on
24 additional studies.

25 The Port will continue to study this

1 proposed project to ensure the most informed
2 design. A passing vessel analysis is in process
3 and further ship simulations are anticipated for
4 mid-June to potentially reduce the channel width
5 in the inner channel and to study effects of
6 further 3-D current modeling when applied to the
7 simulation.

8 The Port of Corpus Christi Authority
9 is actively working with the U.S. Environmental
10 Protection Agency and the U.S. Army Corps of
11 Engineers to refine the sampling and analysis
12 plan for material testing related to ODMDS
13 approval. Design of the most effective placement
14 template for beach re-nourishment is ongoing with
15 continued analysis of channel material for sand
16 placement to best mimic that of native beach
17 materials.

18 Feeder berms offshore of San Jose
19 Island and Mustang Island are still being
20 evaluated for sizing and location to maximize the
21 amount of material contributed to beaches as a
22 result of the natural sediment transport process.

23 Thank you for taking the time to
24 learn more about the Port of Corpus Christi
25 Authority's channel deepening project. This

1 concludes the presentation.

2 (Recording stopped)

3 MR. HUDSON: Thank you. As a reminder,
4 if you have not registered to speak during the
5 meeting today and would like to, you may do so at
6 any time by using the raise hand feature located
7 next to your name in the WebEx participant list.
8 Please note that you must access the WebEx portal
9 online if you signed up to speak tonight.

10 And now, we will provide information
11 about the U.S. Army Corps of Engineers EIS
12 process, including the purpose and need,
13 potential project alternatives, as well as an
14 overview of the known environmental concerns.

15 (Recording played)

16 MR. HUDSON: Hello. My name is
17 Jayson Hudson, and I am the Corps Regulatory
18 Project Manager for the Port of Corpus Christi
19 Authority's channel deepening EIS. I will
20 present to you an overview of the Corps EIS
21 process and the results of our early scoping for
22 the channel deepening EIS.

23 The objectives of my presentation
24 are to provide you an overview of the relevant
25 laws, introduce the Corps project team, and

1 describe some of the content of the EIS as well
2 as some of the alternatives and environmental
3 concerns that have been identified.

4 The Port Authority's permit
5 application is subject to Sections 10 and 14 of
6 the Rivers and Harbors Act, Section 404 of the
7 Clean Water Act, Section 103 of the Marine
8 Protection Research and Sanctuaries Act, Title 41
9 of the Fixing America's Surface Transportation,
10 or FAST, Act, and Executive Order 13807.

11 The project must also be coordinated
12 with state and federal agencies pursuant to
13 Section 401 of the Clean Water Act, the Coastal
14 Zone Management Act, the Endangered Species Act,
15 the Magnuson-Stevens Fishery Conservation and
16 Management Act, and the National Historic
17 Preservation Act.

18 Title 41 of FAST, often referred to
19 as FAST41, standardizes interagency consultation
20 and coordination practices and requires that a
21 schedule for these practices be established and
22 published on the federal Permitting Improvement
23 Steering Council permit performance website.

24 Executive Order 13807 requires
25 federal agencies to process environmental reviews

1 and authorization decisions for major
2 infrastructure projects as one federal decision.
3 That means that all federal agencies with review
4 responsibilities for major infrastructure
5 projects must develop a single EIS and sign a
6 single record of decision, or ROD.

7 The EIS team is comprised of the
8 Corps as the lead federal agency, with the
9 Environmental Protection Agency, the National
10 Marine Fisheries Service, the U.S. Coast Guard,
11 and the U.S. Fish and Wildlife Service as
12 cooperating agencies in the development of the
13 EIS.

14 Several state agencies, including
15 the Texas Commission on Environmental Quality,
16 Texas Parks and Wildlife Department, Texas
17 Historical Commission, and Texas General Land
18 Office are also participating or commenting on
19 the development of the EIS.

20 The Environmental Impact Statement
21 contractor is Freese and Nichols, Incorporated,
22 and the applicant is the Port of Corpus Christi
23 Authority.

24 Due to limited resources, the Corps
25 regulatory program utilizes a third-party

1 contractor process to develop an EIS. In this
2 process, the lead federal agency, applicant and
3 environmental consultant enter into an agreement
4 where the applicant contracts and pays for the
5 environmental consultant who prepares the EIS
6 under the direction of the Corps.

7 As you can see in the diagram, the
8 Corps directs the environmental consultant on the
9 development of the EIS independent of the
10 applicant. It's important to emphasize that
11 ultimately, the Corps is responsible for the
12 development and content of the EIS.

13 Here we have a timeline of major
14 milestones for this project. The Port Authority
15 submitted their application on January 7th of
16 2019, and the Corps concluded an EIS would be
17 required in March. Subsequent to that, the
18 project was designated a FAST41 project in June
19 of 2019 and initial public notice was published
20 in August.

21 After coordinating with the
22 cooperating agencies, the Corps developed a
23 purpose and need for the project in March of
24 2020, which we will discuss later in the
25 presentation. The notice of intent to develop

1 the EIS was published in April of 2020.

2 The draft EIS is scheduled to be
3 provided to the public in March of 2021, with a
4 public hearing and comment period in March and
5 April of the same year. The final EIS is
6 scheduled to be provided to the public in January
7 of 2022, followed by a permit decision which will
8 be documented in a record of decision in April of
9 2022.

10 This EIS flowchart shows the
11 sequential process for developing and publishing
12 an EIS. We are currently in the scoping stage of
13 the EIS, where we are soliciting your input. The
14 information and issues identified during scoping,
15 along with the information and issues provided in
16 letters sent in response to the public notice,
17 and all other pertinent data, will be considered
18 in the determination of the scope of the EIS and
19 the subsequent permit decision which is
20 documented in a record of decision.

21 The scoping process is an integral
22 step in the development of an EIS, with the
23 overall goal of defining the scope of issues to
24 be addressed in-depth in the analysis. The
25 scoping process helps the Corps identify people

1 and organizations that may be affected or have
2 interest in the project, as well as identifying
3 the roles and responsibilities of state and
4 federal agencies.

5 The scoping process also helps
6 identify significant issues that may have not
7 already been identified, as well as eliminate
8 issues that will not be significant or have
9 already been addressed. The scoping process can
10 also aid the identification and gaps in data and
11 information as well as identify related studies
12 that may be applicable.

13 Listed here are the typical sections
14 of an EIS. The first chapter will provide an
15 introduction to the project and the Corps' stated
16 purpose and need for the project. The second
17 chapter describes the alternatives to the
18 applicant's proposed project and the subsequent
19 chapters assess the impacts of all of the
20 alternatives evaluated. The assessments will
21 cover a wide range of environmental impacts
22 including the cumulative impacts.

23 In addition, studies that support
24 the analysis will be provided in the appendices
25 of the EIS. This may include, but not limited

1 to, ocean dredged material disposal site
2 analysis, Endangered Species Act assessments,
3 cultural resource studies, hydrology and
4 hydraulic studies, as well as compensatory
5 mitigation plans.

6 The Corps is required by regulation
7 to restate the purpose for the project from the
8 public interest perspective. The Corps, after
9 coordinating with cooperating agencies, developed
10 two purpose statements: a basic purpose and an
11 overall purpose.

12 The basic purpose is developed to
13 determine if a project requires siting in or
14 proximity to a special aquatic site such as
15 wetlands and seagrasses. Based on the Corps'
16 basic project purpose, shown here, the project
17 was determined not to require siting in or
18 proximity to a special aquatic site such as
19 wetlands and seagrasses. Therefore, it is
20 presumed that an alternative that does not affect
21 special aquatic sites is available.

22 The overall purpose is developed to
23 identify and screen alternatives to the
24 applicant's proposed project. The Corps has
25 determined that the overall project purpose from

1 the public interest perspective, is to safely,
2 efficiently, and economically export current and
3 forecasted crude oil inventories via Very Large
4 Crude Carriers, a common vessel in the world
5 fleet.

6 Crude oil is delivered via pipeline
7 from the Eagle Ford and Permian Basins to
8 multiple locations at the Port of Corpus Christi.
9 Crude oil inventories exported at the Port of
10 Corpus Christi have increased from 280,000
11 barrels per day in 2017 to 1,650,000 barrels in
12 January of 2020, with forecasts increasing to
13 4,500,000 barrels per day by 2030. Current
14 facilities require vessel lightering to fully
15 load a VLCC, which increases cost and affects
16 safety.

17 Alternatives that were identified
18 during the initial public notice, which is an
19 early scoping step, include the no action
20 alternative which in this case would be permit
21 denial; the applicant's preferred alternative; as
22 well as alternatives to the deepening of the
23 channel such as a deep-water port facility. It
24 is not uncommon in complex projects such as this
25 one to have alternatives developed for

1 subcomponents of the project: in this case,
2 alternatives to the proposed dredge material
3 placement options, such as offshore disposal,
4 beneficial use, and upland placement.

5 In addition to the alternatives that
6 were identified during the public notice, several
7 environmental concerns were raised. Many of the
8 comments received focused on impacts to wetlands
9 and seagrasses as well as threatening endangered
10 species. Additional comments were received on
11 navigation safety and recreational use of the
12 area.

13 I thank you for your interest in the
14 development of the EIS for the Port of Corpus
15 Christi Authority's channel deepening project. I
16 look forward to receiving your comments and
17 suggestions. We will be accepting scoping
18 comments through July 3, 2020. If you would like
19 to submit written comments, you may do so at the
20 mailing address or electronic email address shown
21 on your screen.

22 (Recording stopped)

23 MR. HUDSON: That concludes the
24 presentation portion of today's scoping meeting.
25 We will now begin the commenting period. As a

1 reminder, if you have not registered to speak
2 during the meeting today and would like to, you
3 may do so at any time by using the raise hand
4 feature located next to your name in the WebEx
5 participant list.

6 Please note that you must have access to
7 the WebEx portal online to sign up to provide a
8 comment.

9 The commenting portion of today's
10 meeting will be conducted in the following way.
11 First, federal, state, and local elected
12 officials who wish to speak will be called on to
13 do so. Then anyone else who has indicated a
14 desire to speak will be given the same
15 opportunity. I will then call on each member of
16 the public who has signed up to speak by the name
17 used during the meeting registration.

18 Each speaker will be given three minutes
19 to make their comments. When it is your turn to
20 speak, please mute your computer audio to avoid
21 feedback. A countdown timer will be displayed on
22 the meeting broadcast screen for each speaker to
23 indicate their remaining time. As your time
24 ends, please be courteous to the other members of
25 the public who wish to provide comments and

1 quickly wrap up your comments, to ensure that
2 everyone who would like to speak has the
3 opportunity. If you do not need the entire time
4 allotted, help us to include everyone by only
5 using the time you need. If you complete your
6 comments in less than three minutes, we will
7 restart the clock for the next speaker.
8 Remaining time cannot be reserved or transferred
9 to another speaker.

10 Please keep in mind that we reserve the
11 right to mute your microphone if this instruction
12 is not followed.

13 We ask that you support us in conducting
14 a respectful, orderly, and courteous meeting. We
15 want to be sure we get all of your comments
16 recorded, and we need your cooperation to do so.
17 Here are a few ground rules for the meeting
18 today.

19 Since the meeting is being held
20 virtually, we will keep all participant
21 microphones muted to avoid any background noise
22 that may make the presentation difficult to hear.
23 When it is your turn to speak, Connor will notify
24 you when your microphone has been unmuted.
25 Please make sure you have also unmuted your phone

1 too.

2 When it is your opportunity to speak,
3 please state and spell your first and last name.
4 We will not respond today to comments submitted.
5 However, all comments made today will be
6 documented and reflected in the development of
7 the EIS.

8 Just a reminder, you may not defer your
9 time to others. The public scoping meeting will
10 adjourn at 7:00 p.m. today. If you have
11 additional comments that you would like to submit
12 beyond what you are able to address during your
13 comment period, please submit them in writing or
14 by calling (855) 680-0455.

15 Speakers will be called on to provide
16 comments in the order in which they have signed
17 up. We will announce upcoming speakers in groups
18 of five, so you are aware of when you will be
19 called to speak.

20 If you do not wish to provide a comment
21 today but would like to submit comments to the
22 project team, there are other ways to do so. You
23 have the option to submit comments through mail,
24 online through the project website, and by
25 texting or calling the project number with your

1 comments. Project number is (855) 680-0455. I
2 repeat, that number is (855) 680-0455.

3 All comments received during the formal
4 commenting period through July 3rd will carry the
5 same weight as the comments submitted today. You
6 do not have to submit a comment today. You will
7 be heard just as clearly as those who speak
8 today.

9 Additional information about submitting
10 comments is provided on the project website.

11 We will begin with comments from public
12 officials.

13 Connor, do we have any public officials
14 who wish to provide comment today?

15 MR. STOKES: Thank you, Jayson. We do
16 have one public official who has signed up to
17 speak today: Council Member Joan Holt from the
18 City of Port Aransas. However, Council Member
19 Holt is no longer signed on with us today, so we
20 can proceed with comments from the general
21 public.

22 MR. HUDSON: Okay. Thank you. Connor,
23 who are our first five speakers?

24 MR. STOKES: Absolutely. And just to
25 clarify, the -- if you would like to at any point

1 during this period use the raise hand feature to
2 indicate that you would like to make a comment
3 today, that is located at the bottom of the
4 participant list as opposed to next to -- next to
5 your name.

6 Our first five speakers today are
7 Elizabeth Pianta (phonetic), Lisa Turcott
8 (phonetic), Mark Gross (phonetic), Jo Kruger, and
9 Stacy Bartlett.

10 Our first three speakers on that list
11 are also no longer signed in with us today, so we
12 will begin our comments with Jo Kruger. And
13 actually, Mr. Kruger, it looks like you're not
14 connected to audio. So we will move on to Stacy
15 Bartlett.

16 Stacy, your microphone has been unmuted
17 and you can begin providing comments at this
18 time.

19 Again, Stacy Bartlett, your microphone
20 has been unmuted and you can begin providing
21 comments at this time.

22 We'll move on to our next five speakers.
23 Those are Kathy Fulton, Pat Coclinberg
24 (phonetic), James King, Tammy King, and Cara
25 Denney.

1 We will begin with Kathy Fulton. Kathy,
2 your microphone has been unmuted and you can
3 begin providing comments at this time.

4 Again, as a reminder, please make sure
5 that your own device is unmuted, so you can be
6 heard throughout the WebEx platform.

7 Kathy, your microphone has been unmuted
8 and you can begin providing comments at this
9 time.

10 We'll move on to our next speaker on the
11 list, Pat Coclinberg. Your microphone has been
12 unmuted and you can begin providing comments at
13 this time.

14 MS. COCLINBERG: Can you hear me?

15 MR. STOKES: Yes. We can hear you.

16 MS. COCLINBERG: I'm going to actually
17 write my comments, so you can pass on to the next
18 person.

19 MR. STOKES: Okay. Thank you so much.
20 Your microphone has been muted at this time.
21 We'll move along to the next speaker.

22 James King, your microphone has been
23 unmuted and you can begin providing comments at
24 this time.

25 MR. KING: Can you hear me?

1 MR. STOKES: Yes, sir.

2 MR. KING: Okay. This is a really silly
3 process of getting public input. All those
4 people beforehand that couldn't get on have
5 really good things to say. And so this does not
6 -- not achieve the bar of public input. It's
7 ridiculous.

8 So a couple things. Number one, the 54-
9 foot dredge only took in account Corpus Christi
10 Bay. It didn't even show Aransas Bay as part of
11 this area, scoping area. This 80-foot dredge
12 must take into consideration all of Aransas Bay.
13 Even -- even the Aransas National Wildlife Refuge
14 is related to this inlet as sea crabs and larvae
15 and fish move in and out of this inlet. And the
16 destruction of this inlet to 80 feet is going to
17 have a negative impact over a much broader area.
18 So you definitely need to expand the scope.

19 Secondly, this canal is not being built
20 just for the hell of it. It's being built to
21 service oil export facilities that have also
22 permits by the U.S. Army Corps of Engineers. All
23 of these permits need to be rolled up into one,
24 and the EIS needs to cover not only the channel,
25 but the Access Marine permit, the Lone Star

1 permit, Port of Corpus Christi Permit, the TCEQ
2 De-sal permit, the pipeline permits, and
3 everything that is being designed and built to
4 establish this oil export facility that happens
5 to be within the city limits of Port Aransas and
6 right across from the playground at Roberts
7 Point, absolutely industrializing a recreational
8 and a natural area.

9 The fact that the arguments that the
10 Port makes that this was once an industrial area
11 is laughable. My great grandfather was a
12 commissioner of the Port for 30 years. They
13 abandoned Harbor Island on purpose. It's exposed
14 to hurricanes, flood events, it's -- with sea
15 rise, it's becoming an even more perilous
16 location to industrialize. So that's another
17 major point.

18 The other one is, in your participating
19 and commenting parties with the state, I would
20 include UTMSI and the Heart Institute at A&M
21 besides just the other state agencies you list.
22 And then I would also include another area of
23 NGOs that should be part of this EIS. And I
24 would include organizations like The Nature
25 Conservancy, the CCA, Aransas Mission, NEAR

1 (phonetic). There's a lot of people that have a
2 lot of information and resources that can be
3 helpful.

4 Thank you.

5 MR. STOKES: Thank you for your
6 comments, Mr. King. Your microphone is now on
7 mute. We will move along to our next speaker.

8 Tammy King, your microphone is now
9 unmuted and you can begin providing comments at
10 this time.

11 MS. KING: Yes. Can you hear me?

12 MR. STOKES: Yes, ma'am.

13 MS. KING: In addition to the things
14 that James just mentioned, I realized in your
15 presentation the amount of dredge material to be
16 moved says that it did not include the overdredge
17 material. We've noticed that in the 54-foot
18 dredge already, it's -- they've done every bit of
19 60 feet. So they need -- you need to up your
20 numbers on the dredge material that is going to
21 be produced.

22 In addition, I think there needs to be
23 navigational studies of a very congested
24 intersection between the Aransas Channel, the
25 entrance channel, the Lydia Ann Channel, and the

1 Corpus Christi Channel. That is a thoroughfare
2 of commerce, recreational fishermen, commercial
3 fishermen, barges, everything. And if that is
4 where it's going to end and where VLCCs are going
5 to turn around, it will be an obstruction to
6 navigation.

7 And we've heard that the possibility, if
8 it does get too congested, then individuals would
9 have to call the harbor master to get permission
10 to cross the channel and it would be shut down
11 during times of when these ships are coming in
12 and out, as opposed to now where a boater just
13 can move around a ship.

14 The -- I think in the economic numbers
15 that the Port of Corpus Christi presented on
16 their video are bullshit, and please write that
17 into my comment. Because they are taking in the
18 entire state's economic numbers of this oil and
19 gas industry. That you need to look at how it is
20 directly affecting the numbers, the dollars, in
21 the tourism industry, the boat makers, the
22 fishing equipment makers, everybody involved in
23 -- whose economics are going to be affected by
24 this.

25 Also, how this affects this project,

1 deepening the harbor only helps the Port of
2 Corpus Christi and one or two other private
3 businesses that are in partnership with them.
4 And how is it going to reduce the VLCC traffic to
5 the existing private industries who have invested
6 a ton of money on their own, and how the VLCCs at
7 Harbor Island to fill up is an unfair advantage
8 from the private industry. We -- we
9 conservatives do not believe that government
10 should be out competing with private industry.

11 The other thing is, is that I --
12 everybody keeps touting that the EPA is going to
13 be monitoring things, and -- but in your
14 executive order that you've cited, we've heard
15 that those monitoring things will be restricted
16 and removed. So we need some alternatives at who
17 is going to be monitoring those things and not
18 just trusting the EPA. We need -- if the EPA is
19 designed to take care of our environment, but
20 they're being torn apart and their -- their rules
21 are being lowered; their standards are being
22 lowered. And we need something that has higher
23 standards. I --

24 MR. STOKES: Thank you for your
25 comments, Ms. King. We will need to move along

1 to the next commenter at this time.

2 Our next speaker is Cara Denney. Your
3 microphone is now unmuted and you can begin
4 providing comments at this time.

5 MS. DENNEY: Can you hear me?

6 MR. STOKES: Yes.

7 MS. DENNEY: Okay. Great. The first
8 thing I want to say is that when I registered for
9 this, it said that the meeting was at 4:00 p.m.
10 New York time. So the first eight speakers you
11 listed, I believe, were on at 4:00 p.m. New York
12 time, which is 3:00 p.m. our time. I don't
13 believe that you met the public meeting -- oh, I
14 can't remember the words -- the public meeting,
15 what is it, Section 327.11, public notice. The
16 June 9th meeting was a joke. This one when you
17 registered it gave the wrong time. I think you
18 should seriously consider rescheduling all of the
19 meetings so that everybody has a chance to talk.

20 I'm not happy that the attendee list is
21 hidden. In a public meeting, I would be able to
22 see the other individuals sitting next to me.
23 And I can't see any other attendee except for the
24 ones that are paid to be here. And that is crap.
25 That is not a public meeting.

1 Other concerns I have specifically about
2 the 80-foot dredge would be ferry traffic to Port
3 Aransas, how that would affect Port Aransas
4 economy. We're a tourist town and a fishing
5 town, and as Tammy said, if we can't have fishing
6 vessels, boat traffic moving in and out, that's
7 going to have a negative impact on Port Aransas
8 economy, which is completely ecotourism.

9 Like James King said, I think the
10 cumulative impacts of all of these projects
11 should be considered at once, not one piece at a
12 time. If Corpus -- the Port of Corpus Christi
13 wants to do something with Harbor Island and the
14 Corpus Christi Ship Channel, create an overall
15 picture. Show us what it looks like and then
16 start there. Don't piecemeal this together and
17 drop one bomb on us after the other and try to
18 confuse everybody so that they can't keep up.
19 That's not transparent, and it's not harboring a
20 trusting relationship.

21 Additionally, I believe you're in danger
22 of violating the NEPA Act. Section 101 of NEPA
23 states, or sets forth, a national policy to use
24 all practical -- practical means and measures,
25 including financial and technical assistance, in

1 a manner calculated to foster and promote the
2 general welfare to create and maintain conditions
3 under which man and nature exist in productive
4 harmony. In no way, shape or form should the
5 Port's aggressive timeline outweigh that of the
6 citizens' rights to use the land.

7 Additional concerns I have would be
8 erosion to bulkheads. The question I have is,
9 the oil export weighed heavier. You talked about
10 how much oil export has went up in the last 12
11 months or is expected to go up. Does that
12 outweigh the damage that that can cause?

13 I'll send further comments via email.

14 MR. STOKES: Thank you for your
15 comments. Your microphone is now on mute.

16 Our next speaker -- I guess our next
17 five speakers, and we will circle back to a few
18 of the folks that I know are still online with us
19 and may have had some audio issues initially.
20 Those next five speakers are Sam Steves, Kenneth
21 Teague, and then we will circle back to Jo
22 Kruger, Stacy Bartlett, and Kathy Fulton.

23 Sam, at this time your microphone is
24 unmuted and you can begin providing comments at
25 this time.

1 MR. STEVES: Greetings. I want to
2 confirm that you can hear me all right.

3 MR. STOKES: We can hear you.

4 MR. STEVES: Thank you. I'll be on mute
5 then. My name is Sam. You asked me to spell my
6 last name, S-t-e-v-e-s. I have two residences
7 right on the Corpus Christi Ship Channel as it
8 intersects the Lydia Ann Ship Channel going back
9 up to Rockport, so I face what has already been
10 some significant dredging in front of our home.

11 I must -- I guess I can't say this
12 without being sarcastic, but I must tell you that
13 the Port of Corpus Christi is causing me to be
14 more of an expert, for lack of a better choice of
15 words, for someone that builds doors for a
16 living, on trying to protect the property around
17 our two homes. Not just this dredging event that
18 you all are asking for public comment on, but
19 obviously all the balance of industrialization
20 that is going on or being at least anticipated by
21 the Port of Corpus Christi at Harbor Island.

22 And I would also echo earlier comments
23 made, that this is a horrible methodology to get
24 public comments if you really care about them.
25 And to absolutely miss the comments of many folks

1 because of a timing issue that you had, or some
2 other technical issue, is -- is -- I guess it's
3 unforgiveable unless you intend to make that time
4 up later on.

5 I also think a public forum is
6 significantly more important for such an
7 important -- well, certainly what you all are
8 proposing. And I would hope that you would
9 consider that for -- and I know this may not be
10 part of what you are considering -- but certainly
11 the form is for the upcoming preliminary hearing,
12 or a meeting that you intend to have.

13 I have 57 seconds left. I wanted to
14 make a comment about the damage that was caused
15 in the dredging in the Miami port that ultimately
16 caused the destruction of over hundreds of
17 thousands of coral heads. Now, I know everyone
18 regrets that that that occurred, but they're dead
19 and they're gone. I understand that the
20 contractor ended up going to prison for falsely
21 stating whatever it is that caused that decision
22 to be made. But I think whoever is making this
23 decision -- and I guess we'll be an expert when
24 it's all over -- needs to consider the dramatic
25 environmental impact that is going to be caused

1 by dredging this. So I'll leave that. My
2 comments are done. Thank you, and I hope you'll
3 consider this.

4 MR. STOKES: Thank you for your
5 comments. Our next speaker is Kenneth Teague.

6 Kenneth, your microphone is now unmute
7 and you can begin providing comments at this
8 time.

9 MR. TEAGUE: Hello. Can you hear me?

10 MR. STOKES: Yes.

11 Okay. Again, my name is Kenneth Teague,
12 K-e-n-n-e-t-h, last name Teague, T-e-a-g-u-e.

13 My first comment is that the purpose and
14 needs statement must allow for the consideration
15 of an alternative based on an offshore port. And
16 my reading of the current purpose and needs
17 statement suggests that it does allow for that,
18 but again, it's very important I think that it
19 does -- that that statement will allow for
20 consideration of an offshore alternative.

21 My second point is that while that
22 appears to be the case, the existing purpose and
23 needs statement does not reflect a single and
24 complete project, which the Corps wrote a letter
25 on February 19, 2019, basically stating that

1 fact, that this one public notice, which this EIS
2 process is based on, does not represent a single
3 and complete project. The Corps told the
4 applicant that all three of the separate proposed
5 actions under three separate public notices,
6 needed to be considered as a single and complete
7 project. And that is not the case currently.

8 So the purpose and needs statement is
9 deficient, severely deficient in that respect,
10 and is not consistent with previous core
11 determinations.

12 So moving along, after those two big
13 issues, the EIS should include dredging material
14 testing results and decisions based on those
15 results for public review and comment,
16 particularly all dredge material from on or near
17 Harbor Island, which is known to be contaminated.
18 So depending on the proposed disposal method,
19 those dredge materials need to be tested
20 appropriately according to the correct manual,
21 and that information needs to be made available
22 in the EIS for review and comment. The fact that
23 Harbor Island is known to have been contaminated
24 in the past underscores how important that is.

25 Let's see. Physical and ecological

1 impacts of the proposed dredge material disposal
2 at in-shore dredge material disposal sites needs
3 to be disclosed. Physical and ecological impacts
4 of proposed dredge material disposal at
5 beneficial use sites needs to be disclosed. The
6 public notice that we previously commented on did
7 not have -- had almost no information regarding
8 what was proposed to be done at the beneficial
9 use sites. That's unacceptable for -- for a
10 public notice, much less any --

11 MR. STOKES: Thank you for your
12 comments. We will need to move on to the next
13 speaker at this time.

14 We will circle back to Jo Kruger.

15 Jo, your microphone is now unmuted and
16 you can begin providing comments at this time.

17 MS. KRUGER: Okay. Can -- can you hear
18 me? Okay.

19 MR. STOKES: We can hear you.

20 MS. KRUGER: Okay. I'm stepping outside
21 so I don't get any feedback. I've lived in Port
22 Aransas for 40 years, and there has been nothing
23 to the industry over there for years and years.
24 It's like James said, it's almost laughable that
25 they keep saying that it -- it was. Nothing's

1 been there for years. Our town has grown to
2 multi-million-dollar tourisms and our fisheries
3 and our estuaries and all of our sea life.

4 And 80-foot dredge, nobody's ever done
5 that anywhere. So how do you know what's going
6 to happen with that? I mean, you know, the tidal
7 effects, when hurricanes come, is it going to
8 flood us more? I just don't know what's going to
9 happen with that.

10 You know, the Port of Corpus Christi is
11 18 miles up the channel. That's the Port of
12 Corpus Christi. We're at the mouth down here at
13 the channel, you know, and then we just have a --
14 a huge recreation and fisheries and everything
15 else going on. And for them, because they bought
16 a 244-acre piece of property, to all of a sudden
17 want to put four VLCCs, one on each side of the
18 ferry, which it's going to destruct -- you know,
19 it's going to cause major jams with our ferry. I
20 mean, I can't -- I can't even -- I can't even
21 picture that, on each side of the ferry. It's
22 just going to cause havoc on Port Aransas.

23 The people of the state of Texas come to
24 Port Aransas and half of them are here right now.
25 I mean, they come here to vacation. This is

1 their vacation spot. And we don't need any
2 industry right there on Harbor Island. Nobody's
3 against oil and gas. We just don't want this
4 project right there on this island because it's
5 going to totally affect so many different things,
6 all the sea life, the turtles.

7 (Audio cut out - indiscernible) Aransas
8 where the larvae flow and everything come in.
9 From 150 miles I think we're one of the only
10 places here on the coast that the larvae flow and
11 the crab and the shrimp, they all come in and
12 they all go up into these bays. And if you do
13 that, I mean, if you put a desal or the VLCCs or
14 dredge this -- this dredging product -- project
15 which nobody in the United States has ever done,
16 how do you know what that's going to do?

17 And all these projects that they want to
18 do on Harbor Island, there's so many different
19 ones, they all need to be connected into one
20 permit. Nobody has even mentioned about the
21 desal, you know, the permits for that, access
22 midstream, all of it. So it all needs to be
23 connected together.

24 That's all I have to say about that, and
25 Port Aransas deserves better. And -- and we need

1 to protect what's important to all the people of
2 the state of Texas. Thank you.

3 MR. STOKES: Thank you for your
4 comments. Your microphone is now back on mute.

5 Our next speaker, Stacy Bartlett.
6 Stacy, your microphone is now unmute and you can
7 begin providing comments at this time.

8 Again, Stacy, your microphone is now off
9 mute and you -- you can begin providing comments
10 at this time.

11 Okay. We'll move on to the next
12 speaker. Kathy Fulton, your microphone is now
13 unmuted and you can begin providing comments at
14 this time.

15 Kathy, your microphone is now unmuted
16 and you can begin providing comments at this
17 time.

18 Okay. I apologize if anyone is having
19 audio issues on their side of things, making it
20 difficult for us to hear. We sincerely apologize
21 about that.

22 But with that, Jayson, that concludes
23 our registered speakers for today.

24 MR. HUDSON: Thank you, Connor.

25 At this time, the commenting period is

1 ending. All statements placed in the record will
2 be given consideration. It should be noted that
3 comments on the proposed project can be submitted
4 at any time during the NEPA process, but only
5 those submitted during this and the previous
6 formal scoping periods will be included in the
7 summary reports and will be guaranteed to be
8 addressed in the final environmental --

9 MR. STOKES: Jayson?

10 MR. HUDSON: Yes.

11 MR. STOKES: My apologies. We do have
12 one more speaker.

13 MR. HUDSON: Good. Thank you, Connor.

14 MR. STOKES: Errol Summerland
15 (phonetic), you are the next speaker. At this
16 time, your microphone is now unmuted and you can
17 begin providing comments.

18 Again, Errol Summerland, your microphone
19 is now unmuted and you can begin providing
20 comments at this time.

21 Okay. I guess we're having some more
22 audio issues.

23 Jayson, please go ahead.

24 MR. HUDSON: Thank you, Connor. All
25 statements placed in the record will be given

1 consideration. I would like to remind you that
2 comments on the proposed project can be submitted
3 at any time during the NEPA process, but only
4 those submitted during this and the previous
5 formal scoping period will be included in the
6 summary reports and will be guaranteed to be
7 addressed in the final environmental impact
8 statement.

9 Thank you for your participation today
10 and your interest that you have shown in the
11 proposed project. If we don't have any
12 additional speakers, I will adjourn the scoping
13 meeting.

14 Okay. We will adjourn the scoping
15 meeting. Thank you.

16 (END OF VIDEO FILE)

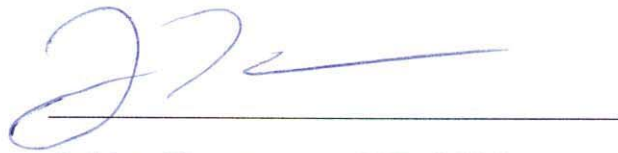
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CERTIFICATE OF TRANSCRIPTIONIST

I certify that the foregoing is a true and accurate transcript of the digital recording provided to me in this matter.

I do further certify that I am neither a relative, nor employee, nor attorney of any of the parties to this action, and that I am not financially interested in the action.



Julie Thompson, CET-1036

Scoping Meeting

June 15, 2020

TRANSCRIPT OF AUDIO FILE

PCCA SCOPING MEETING

JUNE 15, 2020

1 MR. HUDSON: Good afternoon. On behalf
2 of the project team, we thank you for your time
3 and interest in the Port of Corpus Christi
4 Authority's Channel Deepening Project
5 Environmental Impact Statement or EIS.

6 My name is Jayson Hudson. I am the U.S.
7 Army Corps of Engineers Regulatory Project
8 Manager for the Department of the Army permit
9 application.

10 If you are rejoining us from our June 9,
11 2020, public scoping meeting, I thank you for
12 rejoining us and apologize for the technical
13 difficulties during that meeting.

14 The overall goal of public scoping is to
15 define the issues to be addressed in depth in the
16 analysis that will be included in the EIS.
17 That's why we're here today. We want to hear
18 from you about the issues you would like for us
19 to address in the EIS, and we appreciate everyone
20 taking the time to join us today.

21 Before we proceed with our agenda, I
22 would like to acknowledge the project team
23 members in attendance today. From the U.S. Army
24 Corps of Engineers, we are joined by Joe McMahan,
25 Chief of Regulatory, and Bob Hindley, Deputy

1 Chief of Regulatory.

2 From the Port of Corpus Christi
3 Authority, we are joined by Omar Garcia, Chief of
4 External Affairs Officer; Sarah Garza, Director
5 of Environmental Planning and Compliance; Nelda
6 Olivio, Director of Government Affairs; Dan
7 Koesema, Director of Channel Development;
8 Beatrice Riviera, Environmental Engineer, as well
9 as several team members from the Port's
10 consulting firm, AE COM (phonetic).

11 From the Corps EIS contractor team, we
12 are joined by Lisa Vitalie (phonetic), Tony Risco
13 (phonetic), and Tom Dixon from Freese and
14 Nichols, as well as Leslie Hollaway and Connor
15 Stokes from Hollaway Environmental and
16 Communication Services, who will be assisting me
17 today.

18 During the meeting today, Colonel Vail,
19 Commander of the U.S. Army Corps of Engineers
20 Galveston District, will provide opening remarks
21 followed by presentations about the proposed
22 project from the Corps and the Port of Corpus
23 Christi Authority.

24 After the presentations, you will be
25 provided with the opportunity to speak directly

1 to the project team. If you did not sign up to
2 speak when you registered for today's meeting,
3 you may do so at any time during the meeting by
4 using the raise hand feature located at the
5 bottom of the WebEx participant list. Please see
6 the screen for additional instructions about
7 using the raise hand feature through WebEx.
8 Please note that you must access the WebEx portal
9 online to sign up to speak today.

10 Speakers will be called on to provide
11 comments in the order in which they have signed
12 up. We will announce upcoming speakers in groups
13 of five, so you are aware of when you will be
14 called to speak.

15 For individuals who have only called in
16 through the phone line, you have the option to
17 submit written comments through mail, online
18 through the project website, and by texting or
19 calling the project phone number, (855) 680-0455.
20 I repeat, that number is (855) 680-0455.

21 We will now begin the presentation
22 portion of the meeting with opening remarks from
23 Colonel Timothy Vail, Commander of the U.S. Army
24 Corps of Engineers District.

25 COLONEL VAIL: Hello. I'm Colonel

1 Timothy Vail, Commander of the Galveston District
2 for the U.S. Army Corps of Engineers. Welcome to
3 today's scoping meeting, the Department of the
4 Army's Permit SWG 2019 00067, to deepen the
5 Corpus Christi Ship Channel.

6 Particularly as we respond to COVID,
7 it's important to emphasize the critical role the
8 public plays in this permitting process and that
9 Corps values your attendance here today as we
10 consider this application.

11 The Port of Corpus Christi Authority is
12 proposing to deepen a 14-mile stretch of the
13 existing Corpus Christi Ship Channel in order to
14 accommodate fully-laden, Very Large Crude
15 Carriers that draft approximately 70 feet. The
16 Army Corps of Engineers is neither a proponent
17 nor an opponent of this project. We will
18 ultimately decide if the proposed project is not
19 contrary to the public's best interest.

20 In order to make that decision, we must
21 gather as much information as possible within an
22 appropriate permitting time period. This meeting
23 will give individuals the opportunity to comment
24 on the scope of the environmental impact
25 statement, or EIS, for the proposed project, and

1 all comments become part of the official record.

2 After the Port of Corpus Christi
3 Authority provides a brief description of the
4 proposed project, we will provide an overview of
5 the Department of the Army permit procedure and
6 the National Environmental Policy Act process.
7 Then we'll begin calling on the individuals who
8 signed up in advance to submit their comments.

9 Today's meeting is not a vote for or
10 against this project. It's an opportunity for
11 you to comment on the types of information that
12 should be evaluated to develop the scope of the
13 environmental impact statement. In determining
14 the scope of the environmental impact statement
15 and evaluation of the permit application, we will
16 be considering all relevant factors identified
17 during scoping and in response to the public
18 notice, including the needs and welfare of the
19 people and the project's impact on fish and
20 wildlife, historic properties, fisheries,
21 economic activity, navigation, safety and
22 recreational use.

23 As both a Texan and the Commander of the
24 Galveston District, I'd like to thank you for
25 participating in this process by attending this

1 meeting. The information and issues identified
2 during this meeting, along with the information
3 and issues provided in written comments, will all
4 be considered in the determination and the scope
5 of the EIS and subsequent evaluation of the
6 permit application.

7 MR. HUDSON: Thank you, Colonel Vail.
8 We will now proceed with the Port of Corpus
9 Christi Authority Channel Deepening Project
10 presentation, describing the proposed project.

11 (Recording played)

12 NARRATOR: Hello. Thank you for
13 taking the time to learn more about the Port of
14 Corpus Christi Authority's, or PCCA's, channel
15 deepening project. This presentation will
16 provide a brief overview of the project including
17 the purpose, engineering design considerations,
18 and completed and ongoing studies to support the
19 project.

20 As the Energy Port of the Americas,
21 the Port of Corpus Christi Authority is an
22 independent political subdivision governed by
23 seven commissioners. The Port develops property
24 and leases it to support energy trade in the
25 global market.

1 To give national perspective to the
2 size of the Port of Corpus Christi, if the Port
3 were a state, it would rank seventh in industrial
4 investment in terms of total capital expenses at
5 \$54 billion.

6 The Port of Corpus Christi Authority
7 is requesting permit authorization from the U.S.
8 Army Corps of Engineers, known as USACE, to
9 conduct dredge and fill activities to deepen a
10 portion of the existing Corpus Christi Ship
11 Channel as well as a 5.5 mile extension of the
12 ship channel to the natural minus 80 foot
13 bathometric contour in the Gulf of Mexico. The
14 project would deepen the channel from the western
15 portion of Harbor Island into the Gulf of Mexico,
16 an overall distance of approximately 13.8 miles.
17 The proposed project channel limits are shown
18 here in yellow.

19 The Port of Corpus Christi's
20 economic impact for the state of Texas is \$19
21 billion, providing over 98,000 jobs in the region
22 and generating \$446 million in local and state
23 taxes. This channel deepening project is
24 expected to have a \$257 million economic impact.

25 The Port of Corpus Christi has

1 implemented an environmental policy which was
2 adopted by the Port Commission in 2016. This
3 policy serves to ensure growth in a responsible
4 and sustainable manner. Every project or
5 operation is evaluated against this policy to
6 ensure it meets all five precepts. This project
7 is no exception, and you will note throughout
8 this presentation how different aspects of the
9 project have been developed supporting these
10 precepts.

11 The Port of Corpus Christi's
12 proximity to Texas shale plays combined with the
13 current and forecasted port infrastructure, make
14 the Port an attractive location for efficiently
15 exporting crude oil by Very Large Crude Carriers,
16 also known as VLCCs.

17 Exports have quintupled since 2017
18 and are projected to triple again by 2030. The
19 project is needed to accommodate the transit of
20 fully-laden VLCCs that have a draft of
21 approximately 70 feet. The deepening activities
22 would be completed within the footprint of the
23 authorized Corpus Christi Ship Channel width.
24 The proposed project does not include widening of
25 the channel, however, some minor incidental

1 widening of the channel slopes is expected to
2 meet side slope requirements and to maintain the
3 stability of the channel. This will also
4 minimize environmental impacts.

5 Dredged material removed from the
6 channel will be used to restore shorelines,
7 create aquatic habitats, and protect eroding
8 shorelines and seagrass habitats. The project
9 will also reduce the number of lightering vessels
10 traveling in and out of the port, effectively
11 lowering emissions and reducing operational risks
12 of crude transfers that are currently occurring
13 outside of the Port.

14 This is a depiction of the process
15 utilized by large tankers to load crude oil when
16 calling at the Port of Corpus Christi. The
17 existing channel depth requires crude carriers to
18 depart partially loaded from the Port, or that
19 VLCCs remain offshore while smaller tankers
20 transfer their cargo to the larger VLCCs from
21 inshore, a process known as reverse lightering.

22 The inefficiency of this process is
23 compounded when some of these smaller vessels,
24 Suezmax vessels for instance, being used in the
25 lightering process, are also not fully loaded

1 while traversing the channel.

2 As exports increase, the number of
3 lightering vessels and carriers will also
4 increase, adding to shipping delays and
5 congestion, which will affect all industries.
6 These delays and congestion will increase the
7 cost of transportation, which in turn will
8 increase the cost of crude oil, with the ultimate
9 consequence of making U.S. crude oil less
10 competitive in the global market.

11 Deepening the channel will allow for
12 the VLCCs to travel in and out of the port fully
13 loaded, ultimately allowing for more efficient
14 movement of U.S.-produced crude oil, and meeting
15 current and forecasted demand in support of
16 national energy security and national trade
17 objectives. The reduction in the number of
18 vessel trips will lower costs, man hours,
19 operational risks, and air emissions.

20 The dimensions of the design vessel
21 play an important role in determining the depth
22 of the proposed channel. The analysis included
23 the three largest classes of liquid-bulk crude
24 oil tankers from the current worldwide fleet, as
25 well as vessels on order to be constructed. The

1 selected vessel design, known as VLCCs, represent
2 32 percent of the current number of crude
3 vessels, and 54 percent by dead weight tonnage.
4 VLCCs also represent 45 percent of the current
5 order book for crude carriers.

6 The typical VLCC vessel size has
7 been extremely stable in the past 25 years.
8 Therefore, significant change in size in the
9 foreseeable future is not expected. You can see
10 here the average dimensions of the 99th
11 percentile vessel, with the draft based on West
12 Texas intermediate crude oil density values.
13 These values were selected for the project study
14 to determine the minimum channel dimensions for
15 the proposed channel deepening.

16 Here is a concise summary of the
17 current authorized channel depths and widths
18 compared to the proposed project channel depths
19 and widths. As previously discussed, the
20 deepened channel design was based on the 99th
21 percentile of VLCC vessel characteristics. Those
22 characteristics, in conjunction with design
23 factors such as currents, wind, wave effects,
24 ship speed, navigational traffic patterns, and
25 ship maneuverability, were used to determine the

1 optimal channel depths and widths. The study on
2 the optimal depth and width applied the design
3 characteristics of the World Association for
4 Waterborne Transport Infrastructure, known as
5 PIANC, and Army Corps of Engineers guidelines for
6 channels, to calculate the channel depths and
7 widths as shown in the table.

8 PIANC is a global organization that
9 has been providing guidance and technical advice
10 for sustainable waterborne transportation
11 infrastructure to ports, marinas, and waterways
12 since 1885.

13 Both one-way and two-way vessel
14 traffic designs were considered. One-way traffic
15 was ultimately decided upon to reduce the amount
16 of dredging needed for the proposed project and
17 reduce future channel maintenance dredging
18 volumes.

19 Portions of the channel have been
20 divided into segments, depending on the referred
21 design channel depths, widths, and slopes.
22 Segments 1 and 2 will be excavated to minus 77
23 feet of the mean lower low water level, or MLLW,
24 while segments 3 through 6 will be deepened from
25 the currently authorized depth of minus 54 feet

1 MLLW to minus 75 feet MLLW.

2 Segment 1, referred to as the outer
3 channel, is the new entrance channel extension to
4 the existing minus-80-foot bathometric contour in
5 the Gulf of Mexico.

6 Segment 2 continues inbound,
7 deepening the existing authorized minus-56-foot
8 channel to the same proposed dimensions as the
9 outer channel.

10 Segments 3 through 6 are the inbound
11 portions of work encompassing the Harbor Island
12 transition flair, Harbor Island junction, and
13 inner Corpus Christi channel.

14 A breakdown of anticipated new work
15 dredging volumes by segment is displayed here.
16 The design depths do not include the additional
17 two feet of advanced maintenance dredging and two
18 feet of over-dredge allowance. However, the
19 total dredge volume by segment does include the
20 advanced maintenance and over-dredge allowance
21 volumes.

22 As shown in the last row, the total
23 estimated dredge volume from the channel
24 deepening project is just under 42 million cubic
25 yards.

1 The dredged material management
2 plan, or DMMP, should consider the most cost-
3 effective and implementable alternatives that
4 weigh economics, engineering, and the
5 environment. Agency and public input was used to
6 develop the DMMP, which included using existing
7 placement areas, beneficial use sites, and ocean-
8 dredged material disposal site known as ODMDS.
9 Wherever feasible, environmental impacts to
10 existing oyster habitats, seagrass, wetlands, and
11 other ecosystems was avoided.

12 The DMMP for the project proposes a
13 series of existing upland placement areas and new
14 and existing beneficial use sites to optimize the
15 use of the new work dredged materials as much as
16 possible. Specifically the material will be used
17 to expand upland placement areas and beneficial
18 use sites as well as address shoreline repair
19 needs within Redfish Bay, Corpus Christi Bay, and
20 the Gulf of Mexico in the vicinity of the
21 channel.

22 13.8 million cubic yards of dredged
23 material are planned to be placed in the new work
24 ODMDS located approximately 3.4 miles offshore.
25 The material is mostly comprised of non-

1 structural clays which are not beneficial for
2 construction of berms or dikes. Preliminary
3 modeling using USACE's MP Fate modeling confirms
4 that there is enough capacity within the ODMDS
5 for disposal of the entire 13.8 million cubic
6 yards without exceeding the limiting mounding
7 height of 11 feet within the ODMDS.

8 The planning effort focused on
9 existing placement areas and beneficial use sites
10 as new upland placement opportunities are
11 limited. As mentioned, the initial beneficial
12 use concepts were generated by considering
13 existing agency restoration plans such as the
14 Texas General Land Office's Texas Coastal
15 Resiliency Master Plan, storm damage caused by
16 Hurricane Harvey, and beneficial use features
17 implemented elsewhere on the Gulf Coast.

18 Input was also gathered from
19 federal, state, and local resource agencies, and
20 used to help shape the direction of the DMMP.
21 Thirteen initiatives were ultimately decided on,
22 eleven of which were beneficial-use features
23 aimed to achieve a variety of shoreline
24 restoration, land loss restorations, marsh cell
25 expansion, and gulf-side shoreline initiatives.

1 The figure shown here summarizes the
2 placement areas included in the DMMP. Green
3 areas create and restore estuarine, aquatic, and
4 marsh habitats, and provide beach and dune
5 renourishment on the gulf side. Yellow areas
6 expand and repair existing placement areas,
7 restore eroded shorelines or provide protection
8 to seagrass areas.

9 The feeder berms, shown in blue,
10 offshore of San Jose Island and Mustang Island,
11 will nourish beach shorelines through the natural
12 sediment transport process.

13 Preliminary modeling was performed
14 to determine impacts on hydrodynamics, salinity,
15 shoaling and vessel wake, and ODMDS capacity as a
16 result of the proposed channel deepening. A
17 desktop study of cultural resources was conducted
18 along with wetland delineations and seagrass
19 surveys for placement options within the bay.
20 Tidal increases were observed to have a minimal
21 impact on the tidal range for the area, logging
22 in at less than an inch in Redfish Bay and less
23 than a half inch in Aransas Copano, Corpus
24 Christi, and Nueces bays.

25 Velocity changes were considered

1 negligible, as it represents 12 percent on
2 average speeds and 14 percent on peak speeds.
3 Shoaling analysis concluded an increase of
4 399,000 cubic yards of maintenance material
5 entering the channel system per year. This will
6 result in a maintenance dredging cycle frequency
7 increase from once every 2.5 years to once every
8 1.9 years.

9 Using the Delft3D modeling system,
10 the maximum salinity impact would still register
11 within the optimum salinity ranges for some of
12 the most prolific aquatic flora and fauna,
13 resulting in no negative impacts to these
14 species.

15 A ship simulation study was
16 performed by the Aransas-Corpus Christi pilots to
17 evaluate the feasibility of the channel
18 expansion, identify optimum channel dimensions
19 for safe and efficient operations, and to
20 determine any operation constraints that might be
21 required for safe operation. The simulation
22 confirmed the validity of the proposed design for
23 the approach channel and the inner channel.

24 Vessel wake studies showed reduced
25 sediment mobilization along adjoined shorelines

1 due to the reduced number of vessel transits per
2 year, from 792 to 528 as a result of the channel
3 deepening.

4 Wetland delineation surveys and
5 field work were performed to determine the
6 acreage of existing wetland ecosystems and
7 natural seagrass habitats within the proposed
8 placement sites. Adverse impacts are expected on
9 approximately 244 acres of delineated wetlands.

10 Wetlands that are distributed as a
11 result of placement operations will be replaced
12 in kind. The proposed restoration of the DMMP
13 provides for approximately 1100 acres of restored
14 aquatic habitat which greatly exceeds the actual
15 adverse impacts of 244 acres. A preliminary
16 report has been submitted to the U.S. Army Corps
17 of Engineers, and the Port of Corpus Christi
18 Authority is looking forward to consulting with
19 the state historic preservation officer on
20 additional studies.

21 The Port will continue to study this
22 proposed project to ensure the most informed
23 design. A passing vessel analysis is in process
24 and further ship simulations are anticipated for
25 mid-June to potentially reduce the channel width

1 in the inner channel and to study effects of
2 further 3-D current modeling when applied to the
3 simulation.

4 The Port of Corpus Christi Authority
5 is actively working with the U.S. Environmental
6 Protection Agency and the U.S. Army Corps of
7 Engineers to refine the sampling and analysis
8 plan for material testing related to ODMDS
9 approval. Design of the most effective placement
10 template for beach re-nourishment is ongoing with
11 continued analysis of channel material for sand
12 placement to best mimic that of native beach
13 materials.

14 Feeder berms offshore of San Jose
15 Island and Mustang Island are still being
16 evaluated for sizing and location to maximize the
17 amount of material contributed to beaches as a
18 result of the natural sediment transport process.

19 Thank you for taking the time to
20 learn more about the Port of Corpus Christi
21 Authority's channel deepening project. This
22 concludes the presentation.

23 (Recording stopped)

24 MR. HUDSON: Thank you. As a reminder,
25 if you have not registered to speak during the

1 meeting today and would like to, you may do so at
2 any time by using the raise hand feature located
3 at the bottom of the WebEx participant list.

4 Please note that you must access the WebEx portal
5 online to sign up to speak tonight.

6 And now, we will provide information
7 about the U.S. Army Corps of Engineers EIS
8 process, including the purpose and need,
9 potential project alternatives, as well as an
10 overview of the known environmental concerns.

11 (Recording played)

12 MR. HUDSON: Hello. My name is
13 Jayson Hudson, and I am the Corps Regulatory
14 Project Manager for the Port of Corpus Christi
15 Authority's channel deepening EIS. I will
16 present to you an overview of the Corps EIS
17 process and the results of our early scoping for
18 the channel deepening EIS.

19 The objectives of my presentation
20 are to provide you an overview of the relevant
21 laws, introduce the Corps project team, and
22 describe some of the content of the EIS as well
23 as some of the alternatives and environmental
24 concerns that have been identified.

25 The Port Authority's permit

1 application is subject to Sections 10 and 14 of
2 the Rivers and Harbors Act, Section 404 of the
3 Clean Water Act, Section 103 of the Marine
4 Protection Research and Sanctuaries Act, Title 41
5 of the Fixing America's Surface Transportation,
6 or FAST, Act, and Executive Order 13807.

7 The project must also be coordinated
8 with state and federal agencies pursuant to
9 Section 401 of the Clean Water Act, the Coastal
10 Zone Management Act, the Endangered Species Act,
11 the Magnuson-Stevens Fishery Conservation and
12 Management Act, and the National Historic
13 Preservation Act.

14 Title 41 of FAST, often referred to
15 as FAST41, standardizes interagency consultation
16 and coordination practices and requires that a
17 schedule for these practices be established and
18 published on the federal Permitting Improvement
19 Steering Council permit performance website.

20 Executive Order 13807 requires
21 federal agencies to process environmental reviews
22 and authorization decisions for major
23 infrastructure projects as one federal decision.
24 That means that all federal agencies with review
25 responsibilities for major infrastructure

1 projects must develop a single EIS and sign a
2 single record of decision, or ROD.

3 The EIS team is comprised of the
4 Corps as the lead federal agency, with the
5 Environmental Protection Agency, the National
6 Marine Fisheries Service, the U.S. Coast Guard,
7 and the U.S. Fish and Wildlife Service as
8 cooperating agencies in the development of the
9 EIS.

10 Several state agencies, including
11 the Texas Commission on Environmental Quality,
12 Texas Parks and Wildlife Department, Texas
13 Historical Commission, and Texas General Land
14 Office are also participating or commenting on
15 the development of the EIS.

16 The Environmental Impact Statement
17 contractor is Freese and Nichols, Incorporated,
18 and the applicant is the Port of Corpus Christi
19 Authority.

20 Due to limited resources, the Corps
21 regulatory program utilizes a third-party
22 contractor process to develop an EIS. In this
23 process, the lead federal agency, applicant, and
24 environmental consultant enter into an agreement
25 where the applicant contracts and pays for the

1 environmental consultant who prepares the EIS
2 under the direction of the Corps.

3 As you can see in the diagram, the
4 Corps directs the environmental consultant on the
5 development of the EIS independent of the
6 applicant. It's important to emphasize that
7 ultimately, the Corps is responsible for the
8 development and content of the EIS.

9 Here we have a timeline of major
10 milestones for this project. The Port Authority
11 submitted their application on January 7th of
12 2019, and the Corps concluded an EIS would be
13 required in March. Subsequent to that, the
14 project was designated a FAST41 project in June
15 of 2019 and initial public notice was published
16 in August.

17 After coordinating with the
18 cooperating agencies, the Corps developed a
19 purpose and need for the project in March of
20 2020, which we will discuss later in the
21 presentation. The notice of intent to develop
22 the EIS was published in April of 2020.

23 The draft EIS is scheduled to be
24 provided to the public in March of 2021, with a
25 public hearing and comment period in March and

1 April of the same year. The final EIS is
2 scheduled to be provided to the public in January
3 of 2022, followed by a permit decision which will
4 be documented in a record of decision in April of
5 2022.

6 This EIS flowchart shows the
7 sequential process for developing and publishing
8 an EIS. We are currently in the scoping stage of
9 the EIS, where we are soliciting your input. The
10 information and issues identified during scoping,
11 along with the information and issues provided in
12 letters sent in response to the public notice,
13 and all other pertinent data, will be considered
14 in the determination of the scope of the EIS and
15 the subsequent permit decision which is
16 documented in a record of decision.

17 The scoping process is an integral
18 step in the development of an EIS, with the
19 overall goal of defining the scope of issues to
20 be addressed in-depth in the analysis. The
21 scoping process helps the Corps identify people
22 and organizations that may be affected or have
23 interest in the project, as well as identifying
24 the roles and responsibilities of state and
25 federal agencies.

1 The scoping process also helps
2 identify significant issues that may have not
3 already been identified, as well as eliminate
4 issues that will not be significant or have
5 already been addressed. The scoping process can
6 also aid the identification and gaps in data and
7 information as well as identify related studies
8 that may be applicable.

9 Listed here are the typical sections
10 of an EIS. The first chapter will provide an
11 introduction to the project and the Corps' stated
12 purpose and need for the project. The second
13 chapter describes the alternatives to the
14 applicant's proposed project and the subsequent
15 chapters assess the impacts of all of the
16 alternatives evaluated. The assessments will
17 cover a wide range of environmental impacts
18 including the cumulative impacts.

19 In addition, studies that support
20 the analysis will be provided in the appendices
21 of the EIS. This may include, but not limited
22 to, ocean dredged material disposal site
23 analysis, Endangered Species Act assessments,
24 cultural resource studies, hydrology and
25 hydraulic studies, as well as compensatory

1 mitigation plans.

2 The Corps is required by regulation
3 to restate the purpose for the project from the
4 public interest perspective. The Corps, after
5 coordinating with cooperating agencies, developed
6 two purpose statements: a basic purpose and an
7 overall purpose.

8 The basic purpose is developed to
9 determine if a project requires siting in or
10 proximity to a special aquatic site such as
11 wetlands and seagrasses. Based on the Corps'
12 basic project purpose, shown here, the project
13 was determined not to require siting in or
14 proximity to a special aquatic site such as
15 wetlands and seagrasses. Therefore, it is
16 presumed that an alternative that does not affect
17 special aquatic sites is available.

18 The overall purpose is developed to
19 identify and screen alternatives to the
20 applicant's proposed project. The Corps has
21 determined that the overall project purpose from
22 the public interest perspective, is to safely,
23 efficiently, and economically export current and
24 forecasted crude oil inventories via Very Large
25 Crude Carriers, a common vessel in the world

1 fleet.

2 Crude oil is delivered via pipeline
3 from the Eagle Ford and Permian Basins to
4 multiple locations at the Port of Corpus Christi.
5 Crude oil inventories exported at the Port of
6 Corpus Christi have increased from 280,000
7 barrels per day in 2017 to 1,650,000 barrels in
8 January of 2020, with forecasts increasing to
9 4,500,000 barrels per day by 2030. Current
10 facilities require vessel lightering to fully
11 load a VLCC, which increases cost and affects
12 safety.

13 Alternatives that were identified
14 during the initial public notice, which is an
15 early scoping step, include the no action
16 alternative which in this case would be permit
17 denial; the applicant's preferred alternative; as
18 well as alternatives to the deepening of the
19 channel such as a deep-water port facility. It
20 is not uncommon in complex projects such as this
21 one to have alternatives developed for
22 subcomponents of the project: in this case,
23 alternatives to the proposed dredge material
24 placement options, such as offshore disposal,
25 beneficial use, and upland placement.

1 In addition to the alternatives that
2 were identified during the public notice, several
3 environmental concerns were raised. Many of the
4 comments received focused on impacts to wetlands
5 and seagrasses as well as threatening endangered
6 species. Additional comments were received on
7 navigation safety and recreational use of the
8 area.

9 I thank you for your interest in the
10 development of the EIS for the Port of Corpus
11 Christi Authority's channel deepening project. I
12 look forward to receiving your comments and
13 suggestions. We will be accepting scoping
14 comments through July 3, 2020. If you would like
15 to submit written comments, you may do so at the
16 mailing address or electronic email address shown
17 on your screen.

18 (Recording stopped)

19 MR. HUDSON: That concludes the
20 presentation portion of today's scoping meeting.
21 We will now begin the commenting period. As a
22 reminder, if you have not registered to speak
23 during the meeting today and would like to, you
24 may do so at any time by using the raise hand
25 feature located at the bottom of the WebEx

1 participant list.

2 Please note that you must access the
3 WebEx portal online to sign up to provide a
4 comment.

5 Due to the nature of today's virtual
6 meeting, the formal public commenting portion of
7 today's meeting will be conducted in the
8 following way. First, Federal, State, and local
9 elected officials who wish to speak will be
10 called on to do so. Then anyone else who has
11 indicated a desire to speak will be given the
12 same opportunity. I will call on each member of
13 the public who has signed up to speak by the name
14 they used during the meeting registration.

15 Each speaker will be given three minutes
16 to make their comments. When it is your turn to
17 speak, please mute your computer audio to avoid
18 feedback. A countdown timer will be displayed on
19 the meeting broadcast screen for each speaker to
20 indicate their remaining time. As your time
21 ends, please be courteous to the other members of
22 the public who wish to provide comments and
23 quickly wrap up your comments, to ensure that
24 everyone who would like to speak has the
25 opportunity to do so.

1 If you do not need the entire time
2 allotted, help us to include everyone by only
3 using the time you need. If you complete your
4 comments in less than three minutes, we will
5 restart the clock for the next speaker.

6 Remaining time cannot be reserved or transferred
7 to another speaker.

8 Please keep in mind that we reserve the
9 right to mute your microphone if this instruction
10 is not followed.

11 We ask that you support us
12 (indiscernible) orderly, and courteous meeting.
13 We want to be able to get all of your comments
14 recorded, and we need your cooperation to do so.
15 Here are a few ground rules for the meeting
16 today.

17 Since this meeting is being held
18 virtually, we will keep all participant
19 microphones muted to avoid any background noise
20 that may make the presentation difficult to hear.
21 When it is your turn to speak, Connor will notify
22 you when your microphone has been unmuted.
23 Please make sure you have also unmuted your phone
24 too.

25 When it is your opportunity to speak,

1 please state and spell your first and last name.

2 We will not respond today to the
3 comments submitted. However, all comments made
4 today will be documented and reflected in the
5 development of the EIS.

6 Just a reminder, you cannot defer your
7 time to others. The public scoping meeting will
8 adjourn at 7:00 p.m. today. If you have
9 additional comments that you would like to submit
10 beyond what you are able to address during the
11 comment period, please submit them in writing or
12 by calling (855) 680-0455.

13 Speakers will be called on to provide
14 comments in the order in which they have signed
15 up. We will announce upcoming speakers in groups
16 of five, so you are aware of when you will be
17 called on.

18 If you do not wish to provide a comment
19 today but would still like to submit comments to
20 the project team, there are other ways to do so.
21 You have the option to submit comments through
22 mail, online through the project site, or by
23 texting or calling the project number, (855) 680-
24 0455. I repeat, that number is (855) 680-0455.

25 All comments received during the formal

1 commenting period through July 3, 2020, will
2 carry the same weight as the comments submitted
3 today. You do not have to submit a comment
4 today, and you will be heard just as clearly as
5 those who spoke today.

6 Additional information about submitting
7 comments is provided on the project website.

8 We will begin with comments from public
9 officials. Connor, do we have any public
10 officials who wish to provide comments today?

11 MR. STOKES: Thank you, Jayson. We do
12 not have any public officials that have signed up
13 to provide comments.

14 MR. HUDSON: Thank you. We will
15 continue with the comments from the public.

16 Connor, who are our first five speakers?

17 MR. STOKES: We currently only have six
18 public who have signed up to provide comments, so
19 I'll go ahead and name off six.

20 Those speakers are Kathy Fulton, Tammy
21 King, Kim Belato (phonetic), Crystal White, Jo
22 Kruger, and Kathryn Masten.

23 We will begin now with Kathy Fulton.
24 Kathy, your microphone has now been unmuted and
25 you can begin providing comments at this time.

1 MS. FULTON: Hello? Can you hear me?

2 Hello?

3 MR. STOKES: We can hear you.

4 MS. FULTON: Hello? Did he say he can
5 hear me?

6 MR. STOKES: We can hear you, Kathy.

7 MS. FULTON: Hello?

8 MR. HUDSON: Yes, ma'am. We can hear
9 you.

10 MS. FULTON: Hello?

11 MR. STOKES: You -- we can hear you,
12 Kathy.

13 MS. FULTON: I'm sorry. My name is
14 Kathy Fulton and I live in Port Aransas, Texas.
15 I know that I'm supposed to be saying what I want
16 to recommend for this EIS, but the first thing
17 I'm going to have to recommend and tell you right
18 now is number one -- let's see. I've got a list
19 of at least 20 names, and I already know of three
20 or four people, who still can't get in to even
21 this meeting at the moment. This is going on
22 constantly.

23 Number two, this should be considered a
24 -- this -- this needs to be stopped. This should
25 all be stopped until such time we can actually

1 meet in public.

2 Number three, I would like to say,
3 scoping meetings are also about allowing
4 questions, not just give our comments. Okay.

5 Moving on, number four, let me just also
6 tell you that at the first meeting back on the
7 9th, there was a slide up there that said that
8 the Port was an economic development agency
9 specializing in P3s. But then, after I sent Sean
10 Strawbridge and all the Port commissioners and
11 Sarah Garza an email saying, "Well, isn't that
12 interesting that you all claim you specialize in
13 P3s, but you've repealed all your P3 guidelines
14 back at the end of December." The next thing you
15 knew at the next virtual BS meeting, there all
16 the P3 -- slide mention of P3s was removed
17 entirely.

18 Now, I am going to recommend that the
19 U.S. Army Corps of Engineers, that you guys --
20 I'm going to say this -- are being lied to. And
21 I believe that this all needs to be brought to a
22 stop because of the fact that the Port of Corpus
23 Christi is not being upfront and honest. And
24 this has become a huge waste of time.

25 Moving on, let me also say this. None

1 of these current applications deal -- mention
2 anything about the de-salinization plant that
3 would be right there adjacent to all of this oil
4 production and development. And the problem with
5 that is, is you know, that's a big problem,
6 especially when you're looking at almost 100
7 million gallons a day of brine being discharged
8 right there in the ship channel. None of this is
9 factored into the -- not even mentioned by the
10 Corps in any of your correspondence, which I have
11 like 500 pages of your correspondence.

12 Let me also say the desktop study that
13 you all mention here, it's just that -- a desktop
14 modeling. Big woo. It's not real. It's fake.
15 And it doesn't account for anything. That should
16 all be thrown out.

17 Finally, I want to say, Jo Ellen Kruger
18 is here and she'll -- she can speak through my
19 computer. Thank you.

20 MR. STOKES: Thank you for your
21 comments. Your microphone is now on mute.

22 Our next speaker is Tammy King.

23 Tammy, your microphone is now unmuted
24 and you can begin providing comments at this
25 time.

1 MS. KING: Okay. Thank you. The first
2 thing I'd like to say is that this EIS process is
3 being pushed through down our throats. The 54-
4 foot channel has not even been dug. So any
5 damage that could be done to the ecosystem will
6 not be taken into account. The 54-foot dredge
7 should be done first before ever considering an
8 80-foot dredge.

9 UTMSI have plenty of studies that they
10 would like to start, beginning with the
11 consortium of independent stakeholders -- not the
12 Port of Corpus Christi-preferred stakeholders --
13 but the public preferred stakeholders. And they
14 are planning on meeting in the fall, and they're
15 going to analyze what should and should be
16 studied. And you've had a list of all those
17 things, and instead of one little company making
18 all these decisions, all these scientific and
19 financial experts should be able to contribute to
20 this conversation.

21 Geologic studies on the one-to-three
22 ratio in the entrance channel is unbelievable.
23 We need geologic studies from major institutions
24 who know how to study this. Once again, economic
25 sustainability. The dredge is going to cost \$400

1 million, from 54 all the way -- well, to the
2 current 60, 54, and then the 80. It's going to
3 be a huge port to process for the U.S.
4 government.

5 Desal plant does not -- or -- and all
6 your EIS keeps referring to Corpus Christi Bay --
7 not Aransas Bay, or Copano Bay, or the Aransas
8 National Wildlife section.

9 Your purpose and need says that it's not
10 located in a sensitive area. That's -- that's
11 incorrect. So, yes, you do need to study. It
12 says the proposed project does not require access
13 or proximity to within a special aquatic site.
14 Yes, it does. It's -- it's the junction of three
15 important channels for biological diversity.

16 The last -- another thing is, your
17 forecast saying that the -- there's going to be
18 4.5 barrels (sic) a day by 2030. Obviously, this
19 current economic cycle has proven that that will
20 cause a glut in global and economy and there's
21 not a need for 4.5 billion barrels a day. So
22 this is a false -- a false sense of economics, a
23 false way of economics. You need to reanalyze
24 that.

25 The ship simulations, right now the

1 pilots of Port of Corpus Christi are doing actual
2 unrestricted tests. Why -- why do ship
3 simulations, when you can measure the actual
4 consequences of the wave action and other issues
5 as ferry traffic gets congested and recreational
6 traffic gets slowed down to a crawl.

7 And thank you very much.

8 MR. STOKES: Thank you for your
9 comments. Your microphone has now been placed on
10 mute.

11 Our next speaker, Kim Belato, your
12 microphone is now unmuted and you can begin
13 providing comments at this time.

14 MS. BELATO: I'm talking on behalf of
15 the Texas Alliance -- I'm sorry, of the -- which
16 is Texas Energy Advocates Coalition, supports the
17 project in Harbor Island.

18 Some of the reasons why it --

19 MR. STOKES: Excuse me. Sorry for
20 interrupting, Kim, but you're coming through very
21 faint. If you could try to get closer to the
22 microphone if at all possible.

23 MS. BELATO: Is this better?

24 MR. STOKES: Yes. That's better.

25 MS. BELATO: Okay. Thank you. So I'm

1 calling on behalf of TEAC, Texas Energy Advocates
2 Coalition. We support the Port's project for
3 many reasons.

4 First and foremost, while I understand
5 that there's a lot of people that live in Port A
6 and really want to protect the environment --
7 it's mostly known for a tourist attraction and
8 it's a beautiful place. I live on Copano Bay.
9 And you know, being a part of making sure that
10 everything is done properly and protecting the
11 environment is very important to me as well.

12 However, for the greater good and
13 looking who the partner would be that would
14 partner with Port A, is very important in my
15 opinion. Port has many years of having the great
16 reputation dealing with many, many governmental
17 agencies, and that should be taken into
18 consideration for the fact that the last partners
19 you guys had, maybe you guys weren't so happy
20 with.

21 So looking at the Port and understanding
22 how they do take the environment very carefully
23 into consideration, they have a great track
24 record. But not to mention, let's also talk
25 about the environmental -- I mean the economic

1 impact to the region, not just in Port A.

2 To bring in these big VLLC ships and to
3 be able to have them access through Port A is
4 vital. Earlier, a speaker discussed there is no
5 need for 4.5 barrels coming in. Excuse me,
6 billion barrels. And I -- I don't agree with
7 that. I think it's a matter of national
8 security. I think if you look at the expectation
9 global-wide, there is a huge uptick that's going
10 to happen and we need to be a part of it.

11 If you look at Dynamic Steel (sic) that
12 moved into Sinton, and they also are a great
13 company. They take the environment very
14 seriously and will be a great economic impact for
15 that town. Port A has a great partner in the
16 Port of Corpus Christi.

17 But I also really want to go back and
18 discuss that it is a matter of national security.
19 We do live on one planet. It's important that we
20 take the environment seriously. But when you
21 look -- if you'd rather have China or India, two
22 of the biggest polluters on the planet, taking
23 the crude and distributing it from them -- which
24 they do not care anything about the environment
25 whatsoever -- I think we need to look at good

1 partners like the Port of Corpus Christi. We
2 need to look at the environmental impact not just
3 to Port A, but to the entire coastal bend region.
4 We need to attract universities that will come to
5 Port -- to Corpus Christi and invest in building
6 great universities so our children will not leave
7 and go to San Antonio or Houston to get a good
8 education, but they can stay right here in Corpus
9 Christi and get a quality education and stay
10 here.

11 It's about developing the coastal bend
12 area, and it's time to do it. The time has come.
13 It's necessary.

14 MR. STOKES: Thank you for your
15 comments. Your microphone has now been placed
16 back on mute.

17 Our next speaker, Crystal White, is no
18 longer in attendance with us today so we will
19 move on to the next speaker, Jo Kruger. Jo, I am
20 now unmuting your microphone and you can begin
21 placing comments at this time.

22 MS. KRUGER: Hello. Can you hear me?

23 MR. STOKES: Yes.

24 MS. KRUGER: Okay. I just want to get
25 back on touch with the last comment that I heard.

1 Apparently, she's out of touch with the Port
2 Aransas and the people of Port Aransas. The Port
3 doesn't give us any jobs over here. Sinton is a
4 long ways away. And we do protect our
5 environment, and we do have Texas A&M and we have
6 University of Texas, universities here, and
7 they've been here for years. And they have done
8 study after study on this whole environment and
9 this whole ecosystem, how the larvae come up into
10 the bays, and et cetera and et cetera, you know.
11 It's almost laughable.

12 The fort, the Harbor Island, is 1000
13 feet from Roberts Point Park where our kids play
14 and everything else. The ferry landing is right
15 there.

16 On your fact sheet, you already list
17 Access Midstream as a company already, or -- an
18 industrial compound already over there. So
19 what's up with that? What facts are those?

20 But anyway, Port Aransas has a huge
21 tourism base, and we -- it's millions and
22 millions of dollars. And it's grown to that
23 because there's -- they took out all those
24 storage tanks and everything off Harbor Island
25 years ago. That's not been anything but a -- a

1 gambling ship was there for a few years, and
2 that's all it's ever been for 20, 25 years.
3 There's not been anything else there.

4 It does not -- there are not that many
5 jobs that are going to come out of this Port of
6 Corpus Christi on Harbor Island. All that is, is
7 the Barry brothers and the Port of Corpus Christi
8 doing a public-private partnership, which
9 shouldn't be going on.

10 Yeah. We have a -- all of our
11 employment here is based on tourism, and it's all
12 over the coastal bend on these waters. It's
13 Aransas Pass, it's Rockport, it's Ingleside on
14 the Bay, it's Port Aransas. I mean, we just have
15 millions and millions of people that come here.
16 This is the state of Texas vacation spot. And
17 the Port doesn't pay us any taxes; it never has.
18 And it's ridiculous to sit there and say that
19 you're going to bring in a great partnership with
20 the Port.

21 They don't need to be here on Harbor
22 Island. We have hurricanes here. We have people
23 here. We have the environment. We have the
24 larvae flow coming here, and blah-blah-blah. I
25 couldn't spit it out.

1 MR. STOKES: Thank you for your
2 comments. We will now move on to the next
3 speaker. We have had one additional speaker who
4 has registered since naming the first six. That
5 is Cara Denney.

6 Our next speaker, however, is Kathryn
7 Masten. Kathryn, your microphone is now unmuted
8 and you can begin providing comments at this
9 time.

10 MS. MASTEN: Okay. My name is Kathryn
11 Masten, K-a-t-h-r-y-n, M-a-s-t-e-n. And I'm the
12 chair of the Planning and Zoning Commission of
13 Ingleside on the Bay, and I'm also a member of
14 the Ingleside on the Bay Coastal Watch
15 Association board of directors. And I appreciate
16 the comments that have come before, especially
17 the last speaker, Jo. But I'll add some
18 additional concerns.

19 First of all, I'm having trouble finding
20 the slides and the studies and supporting
21 documents that have been mentioned in the
22 PowerPoint. So if maybe that could be made
23 readily available, I'd appreciate that so that we
24 can incorporate some of the information that was
25 shared in our written -- in written comments that

1 we'll also be providing, such as the pilot study
2 you mentioned and the passing vessel analyses
3 that have been going on.

4 I was also wondering how notice is
5 provided to our city of Ingleside on the Bay,
6 when it comes to projects like this. Because I
7 do feel like Ingleside on the Bay, especially,
8 has been left out of some of these important
9 meetings and opportunities for comment. And I
10 wondered how we could see comments that have
11 already been made and will be made as a result of
12 the comment period. So by after July 3rd I'd
13 like to see them, but I like hearing -- or seeing
14 the comments that have been made so far.

15 In terms of specific concerns to our
16 city, just in general about the channel
17 deepening, is I would like to say that all cities
18 that are touched by the channel deepening project
19 should be reached out to, and some of the
20 concerns include the dredging disruption to our
21 communities, the noise and the visual impact of
22 seeing dredgers on these -- on these schedules of
23 dredging, to keep the channel deep.

24 The boating safety has been mentioned
25 but also the air quality from these ever-larger

1 ships. The increased potential for being a
2 terrorist target and explosions and spills. When
3 they're larger, they just sound scarier. So I
4 want to make sure that those are taken into
5 account in the EIS.

6 And also the potential impact of storm
7 surge from hurricanes. I didn't know if maybe
8 there's even an opportunity here that there would
9 be flood gates installed as part of a channel
10 deepening project, so that we are protecting the
11 bay, the inner bay. I know it may not do much
12 for some of the outlying areas, but in the bay
13 there might be an opportunity. But I'm concerned
14 about this very deep channel of water coming
15 toward us in a storm surge.

16 So those are just some of them. And I -
17 - just in general, I'd love for us to think about
18 the coastal bend as more of a tourism destination
19 rather than a big place for these extremely large
20 ships. And thank you.

21 MR. STOKES: Thank you for your
22 comments. Your microphone is now placed back on
23 mute.

24 Our next speaker, Cara Denney, your
25 microphone is now unmuted and you can begin

1 providing comments at this time.

2 MS. DENNEY: Can you hear me?

3 MR. STOKES: Yes.

4 MS. DENNEY: It's Cara Denney, C-a-r-a,
5 D-e-n-n-e-y. I live in Port Aransas. I have to
6 tell you, these -- this form of public meeting is
7 beyond disturbing. There are so many people that
8 cannot access this. I would beg the Army Corps
9 of Engineers to stop this and reschedule it for a
10 time where we can ask questions and have
11 discussions.

12 I think all of the public comments I've
13 heard to this point are aligned with mine. This
14 was the first time I've heard anybody say, okay,
15 yeah, you should look at the Port as a good
16 neighbor, other than Sean Strawbridge.

17 The Port isn't listening to us, so to
18 that person -- the Port isn't listening to us.
19 We asked for the same things, over and over and
20 over. They spit out some PR BS that has nothing
21 to do with our best interests in mind. And I
22 don't mean our, like Port Aransas. I mean, all
23 of these towns on the bay system. The wildlife,
24 the fishing, they talk about money and jobs. How
25 does it impact the environmental tourism jobs? I

1 think that out of the two, the environmental
2 tourism jobs are going to last longer. I mean,
3 certainly you're not seeing news articles
4 (indiscernible) people getting laid off from
5 tourism or fishing guides, or blah-blah-blah,
6 like you're seeing from the big oil companies.

7 On top of that, the eco-tourism doesn't
8 impact the environment this way. You don't have
9 to have an environmental scoping meeting to go
10 fishing. I'm afraid that the increased traffic
11 from an 80-foot dredge would slow down our
12 fishing. Not just because of larval flow and
13 effect on marine life, but just traffic in this
14 small area. It's a bottleneck getting through
15 here. I don't know if anybody has even been
16 through it to look -- from the Army Corps of
17 Engineers -- to even look and see what it is.
18 But I invite you down.

19 My god, I'll take you out on the boat or
20 a plane and show you what we're looking at. This
21 is a tiny area. It's right across from our park.

22 I think that as Tammy said, we should
23 really look at the effects that the 60-foot
24 dredge has had on the bay system, fishing, ship
25 wakes, et cetera, before we move on to an 80-

1 foot. I mean, you guys are really putting the
2 cart before the horse here.

3 I know that the Port is trying to push
4 it through, but I do not understand how the
5 Port's agenda can outweigh the citizens' rights.

6 This is a pain to get into. I mean,
7 you're not hearing from that many people. Six
8 people signed up. What about underprivileged
9 people or elderly people? You're not giving them
10 access to these meetings. I think you're
11 probably on the verge of violating civil rights
12 at this point.

13 Thank you.

14 MR. STOKES: Thank you for your
15 comments. We do have one additional speaker at
16 this time, Ms. Lupe Daly (phonetic). Your
17 microphone is now unmuted and you can begin
18 providing comments at this time.

19 MS. DALY: All right. Thank you.

20 UNIDENTIFIED FEMALE: Wait, wait, wait.

21 Check. Can you hear her?

22 MS. DALY: Can you hear me?

23 MR. STOKES: We can hear you.

24 UNIDENTIFIED FEMALE: Hello?

25 MS. DALY: Yeah. They can hear me.

1 My name is Lupe Daly. Formerly I lived
2 in Valdez, Alaska. That name should strike the
3 terror into the hearts of any oil company. And
4 you can see the disaster that was created. That
5 was a tourism city. That was a fishing city.
6 And the oil spill in -- in Valdez destroyed both
7 those industries for many, many, many years. So
8 I hope you'll consider that first, economic
9 impact.

10 This meeting format is not user-friendly
11 to anyone including people who are very familiar
12 with computers. So we had two public officials
13 that have tried to -- tried to weigh in, twice.
14 City -- City officials, Shannon Solimine and Joan
15 Holt. Neither have been able to access this.

16 4.5 billion gallons of oil, I think you
17 need to recalculate. Things have changed quite a
18 bit in the last month or two.

19 Healthcare is the number one industry in
20 the Corpus Christi area. Tourism is the number
21 two industry in the Corpus Christi area. Do not
22 let the Port fool you into thinking they are the
23 economic driver.

24 This -- this project would not eliminate
25 reverse lightering. All it would do is give the

1 Port and their cronies a monopoly and cut off
2 upstream producers who have invested millions in
3 storage and -- and loading.

4 UNIDENTIFIED FEMALE: And private money.

5 MS. DALY: And their private money. Are
6 you considering all the proposed projects in this
7 Environmental Impact Statement? Because there
8 are multiple, multiple projects proposed mostly
9 by the Port. The de-salination, dredging, and
10 other de-salination projects up at La Quinta
11 Channel. This is just -- we really need true
12 public meetings where we have more time, where we
13 can ask questions, and where the real public --
14 not just those with the right computer access --
15 can participate.

16 In addition, this WebEx has tried to
17 invade some of our people's contact list. That
18 is very disturbing. I was assured that this was
19 not going to happen, and someone just had to deny
20 that access when they were trying to weigh into
21 your meeting.

22 Please rectify these problems. Have
23 public meetings in Port Aransas and consider all
24 the proposed projects and true scientific
25 information, not just desktop modeling.

1 Thank you.

2 MR. STOKES: Thank you for your
3 comments. Your microphone has now been placed
4 back on mute.

5 At this time, Jayson, that is all of the
6 speakers who have signed up to provide comments
7 today.

8 MR. HUDSON: Thank you, Connor. Since
9 we've gone through all commenters who have signed
10 up, at this time the formal commenting period has
11 ended. Thank you.

12 All statements placed in the record will
13 be given consideration. It should be noted that
14 comments on the proposed project can be submitted
15 at any time during the NEPA process, but only
16 those submitted during this and the previous
17 formal scoping periods will be included in the
18 summary reports and will be guaranteed to be
19 addressed in the final Environmental Impact
20 Statement.

21 I thank you for your participation today
22 and the interest you have shown in the proposed
23 project. The public scoping meeting is adjourned
24 at 5:01.

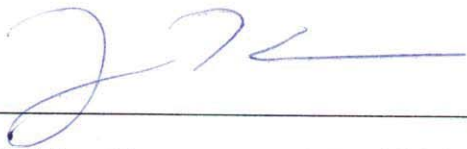
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CERTIFICATE OF TRANSCRIPTIONIST

I certify that the foregoing is a true and accurate transcript of the digital recording provided to me in this matter.

I do further certify that I am neither a relative, nor employee, nor attorney of any of the parties to this action, and that I am not financially interested in the action.



Julie Thompson, CET-1036

Scoping Meeting

June 16, 2020

TRANSCRIPT OF AUDIO FILE
PCCA SCOPING MEETING
JUNE 16, 2020

1 MR. HUDSON: Good afternoon. On behalf
2 of the project team, we thank you for your time
3 and interest in the Port of Corpus Christi
4 Authority's Channel Deepening Project
5 Environmental Impact Statement or EIS.

6 Hello. My name is Jayson Hudson. I am
7 the U.S. Army Corps of Engineers Regulatory
8 Project Manager for the Department of the Army
9 permit application.

10 If you are rejoining us from our June 9,
11 2020, public scoping meeting, I thank you for
12 rejoining us and apologize for the technical
13 difficulties during that meeting.

14 The overall goal of public scoping is to
15 define the issues to be addressed in depth in the
16 analysis that will be included in the EIS.
17 That's why we're here today. We want to hear
18 from you about the issues you would like for us
19 to address in the EIS, and we appreciate everyone
20 taking the time to join us today.

21 Before we proceed with our agenda, I
22 would like to acknowledge the project team
23 members in attendance today. From the U.S. Army
24 Corps of Engineers, we are joined by Joe McMahan,
25 Chief of Regulatory, and Bob Hindley, Deputy

1 Chief of Regulatory Division.

2 From the Port of Corpus Christi
3 Authority, we are joined by Sean Strawbridge,
4 Chief Executive Officer; Omar Garcia, Chief
5 External Affairs Officer; Sarah Garza, Director
6 of Environmental Planning and Compliance; Dan
7 Koesema, Director of Channel Development; Nelda
8 Olivio, Director of Government Affairs; Lisa
9 Hinojosa, Communications Manager; Beatrice
10 Riviera, Environmental Engineer, and several team
11 members from the Port's consulting firm, AE COM
12 (phonetic).

13 From the Corps EIS contractor team, we
14 are joined by Lisa Vitalie (phonetic), Tony Risco
15 (phonetic), and Tom Dixon from Freese and
16 Nichols, as well as Leslie Hollaway and Connor
17 Stokes from Hollaway Environmental and
18 Communication Services, who will be assisting me
19 today.

20 During the meeting today, Colonel
21 Timothy Vail, Commander of the U.S. Army Corps of
22 Engineers Galveston District, will provide
23 opening remarks followed by presentations about
24 the proposed project from the Corps and the Port
25 of Corpus Christi Authority.

1 After the presentations, you will be
2 provided with the opportunity to speak directly
3 to the project team. If you did not sign up to
4 speak when you registered for today's meeting,
5 you may do so at any time during the meeting by
6 using the raise hand feature located at the
7 bottom of the WebEx participant list. Please see
8 the screen for additional instructions about
9 using the raise hand feature through WebEx.
10 Please note that you must access the WebEx portal
11 online to sign up to speak today.

12 Speakers will be called on to provide
13 comments in the order in which they have signed
14 up. We will announce upcoming speakers in groups
15 of five, so you are aware of when you will be
16 called to speak.

17 For individuals who have only called in
18 through the phone line, you have the option to
19 submit written comments through mail, online
20 through the project website, and by texting or
21 calling the project phone number, (855) 680-0455.
22 I repeat, that number is (855) 680-0455.

23 We will now begin the presentation
24 portion of the meeting with opening remarks from
25 Colonel Timothy Vail, Commander of the U.S. Army

1 Corps of Engineers Galveston District.

2 COLONEL VAIL: Hello. I'm Colonel
3 Timothy Vail, Commander of the Galveston District
4 for the U.S. Army Corps of Engineers. Welcome to
5 today's scoping meeting, the Department of the
6 Army's Permit SWG 2019 00067, to deepen the
7 Corpus Christi Ship Channel.

8 Particularly as we respond to COVID,
9 it's important to emphasize the critical role the
10 public plays in this permitting process and that
11 Corps values your attendance here today as we
12 consider this application.

13 The Port of Corpus Christi Authority is
14 proposing to deepen a 14-mile stretch of the
15 existing Corpus Christi Ship Channel in order to
16 accommodate fully-laden, Very Large Crude
17 Carriers that draft approximately 70 feet. The
18 Army Corps of Engineers is neither a proponent
19 nor an opponent of this project. We will
20 ultimately decide if the proposed project is not
21 contrary to the public's best interest.

22 In order to make that decision, we must
23 gather as much information as possible within an
24 appropriate permitting time period. This meeting
25 will give individuals the opportunity to comment

1 on the scope of the environmental impact
2 statement, or EIS, for the proposed project, and
3 all comments become part of the official record.

4 After the Port of Corpus Christi
5 Authority provides a brief description of the
6 proposed project, we will provide an overview of
7 the Department of the Army permit procedure and
8 the National Environmental Policy Act process.
9 Then we'll begin calling on the individuals who
10 signed up in advance to submit their comments.

11 Today's meeting is not a vote for or
12 against this project. It's an opportunity for
13 you to comment on the types of information that
14 should be evaluated to develop the scope of the
15 environmental impact statement. In determining
16 the scope of the environmental impact statement
17 and evaluation of the permit application, we will
18 be considering all relevant factors identified
19 during scoping and in response to the public
20 notice, including the needs and welfare of the
21 people and the project's impact on fish and
22 wildlife, historic properties, fisheries,
23 economic activity, navigation, safety and
24 recreational use.

25 As both a Texan and the Commander of the

1 Galveston District, I'd like to thank you for
2 participating in this process by attending this
3 meeting. The information and issues identified
4 during this meeting, along with the information
5 and issues provided in written comments, will all
6 be considered in the determination and the scope
7 of the EIS and subsequent evaluation of the
8 permit application.

9 MR. HUDSON: Thank you, Colonel Vail.
10 We will now proceed with the Port of Corpus
11 Christi Authority Channel Deepening Project
12 presentation, describing the proposed project.

13 (Recording played)

14 NARRATOR: Hello. Thank you for
15 taking the time to learn more about the Port of
16 Corpus Christi Authority's, or PCCA's, channel
17 deepening project. This presentation will
18 provide a brief overview of the project including
19 the purpose, engineering design considerations,
20 and completed and ongoing studies to support the
21 project.

22 As the Energy Port of the Americas,
23 the Port of Corpus Christi Authority is an
24 independent political subdivision governed by
25 seven commissioners. The Port develops property

1 and leases it to support energy trade in the
2 global market.

3 To give national perspective to the
4 size of the Port of Corpus Christi, if the Port
5 were a state, it would rank seventh in industrial
6 investment in terms of total capital expenses at
7 \$54 billion.

8 The Port of Corpus Christi Authority
9 is requesting permit authorization from the U.S.
10 Army Corps of Engineers, known as USACE, to
11 conduct dredge and fill activities to deepen a
12 portion of the existing Corpus Christi Ship
13 Channel as well as --

14 MR. STOKES: I apologize for the audio
15 issues. We're going to go ahead and restart the
16 video.

17 NARRATOR: Hello. Thank you for
18 taking the time to learn more about the Port of
19 Corpus Christi Authority's, or PCCA's, channel
20 deepening project. This presentation will
21 provide a brief overview of the project including
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9 investment in terms of total capital expenses at
10 \$54 billion.

11 The Port of Corpus Christi Authority
12 is requesting permit authorization from the U.S.
13 Army Corps of Engineers, known as USACE, to
14 conduct dredge and fill activities to deepen a
15 portion of the existing Corpus Christi Ship
16 Channel as well as a 5.5 mile extension of the
17 ship channel to the natural minus 80 foot
18 bathometric contour in the Gulf of Mexico. The
19 project would deepen the channel from the western
20 portion of Harbor Island into the Gulf of Mexico,
21 an overall distance of approximately 13.8 miles.
22 The proposed project channel limits are shown
23 here in yellow.

24 The Port of Corpus Christi's
25 economic impact for the state of Texas is \$19

1 billion, providing over 98,000 jobs in the region
2 and generating \$446 million in local and state
3 taxes. This channel deepening project is
4 expected to have a \$257 million economic impact.

5 The Port of Corpus Christi has
6 implemented an environmental policy which was
7 adopted by the Port Commission in 2016. This
8 policy serves to ensure growth in a responsible
9 and sustainable manner. Every project or
10 operation is evaluated against this policy to
11 ensure it meets all five precepts. This project
12 is no exception, and you will note throughout
13 this presentation how different aspects of the
14 project have been developed supporting these
15 precepts.

16 The Port of Corpus Christi's
17 proximity to Texas shale plays combined with the
18 current and forecasted port infrastructure, make
19 the Port an attractive location for efficiently
20 exporting crude oil by Very Large Crude Carriers,
21 also known as VLCCs.

22 Exports have quintupled since 2017
23 and are projected to triple again by 2030. The
24 project is needed to accommodate the transit of
25 fully-laden VLCCs that have a draft of

1 approximately 70 feet. The deepening activities
2 would be completed within the footprint of the
3 authorized Corpus Christi Ship Channel width.
4 The proposed project does not include widening of
5 the channel, however, some minor incidental
6 widening of the channel slopes is expected to
7 meet side slope requirements and to maintain the
8 stability of the channel. This will also
9 minimize environmental impacts.

10 Dredged material removed from the
11 channel will be used to restore shorelines,
12 create aquatic habitats, and protect eroding
13 shorelines and seagrass habitats. The project
14 will also reduce the number of lightering vessels
15 traveling in and out of the Port, effectively
16 lowering emissions and reducing operational risks
17 of crude transfers that are currently occurring
18 outside of the Port.

19 This is a depiction of the process
20 utilized by large tankers to load crude oil when
21 calling at the Port of Corpus Christi. The
22 existing channel depth requires crude carriers to
23 depart partially loaded from the Port, or that
24 VLCCs remain offshore while smaller tankers
25 transfer their cargo to the larger VLCCs from

1 inshore, a process known as reverse lightering.

2 The inefficiency of this process is
3 compounded when some of these smaller vessels,
4 Suezmax vessels for instance, being used in the
5 lightering process, are also not fully loaded
6 while traversing the channel.

7 As exports increase, the number of
8 lightering vessels and carriers will also
9 increase, adding to shipping delays and
10 congestion, which will affect all industries.
11 These delays and congestion will increase the
12 cost of transportation, which in turn will
13 increase the cost of crude oil, with the ultimate
14 consequence of making U.S. crude oil less
15 competitive in the global market.

16 Deepening the channel will allow for
17 the VLCCs to travel in and out of the Port fully
18 loaded, ultimately allowing for more efficient
19 movement of U.S.-produced crude oil, and meeting
20 current and forecasted demand in support of
21 national energy security and national trade
22 objectives. The reduction in the number of
23 vessel trips will lower costs, man hours,
24 operational risks, and air emissions.

25 The dimensions of the design vessel

1 play an important role in determining the depth
2 of the proposed channel. The analysis included
3 the three largest classes of liquid-bulk crude
4 oil tankers from the current worldwide fleet, as
5 well as vessels on order to be constructed. The
6 selected vessel design, known as VLCCs, represent
7 32 percent of the current number of crude
8 vessels, and 54 percent by dead weight tonnage.
9 VLCCs also represent 45 percent of the current
10 order book for crude carriers.

11 The typical VLCC vessel size has
12 been extremely stable in the past 25 years.
13 Therefore, significant change in size in the
14 foreseeable future is not expected. You can see
15 here the average dimensions of the 99th
16 percentile vessel, with the draft based on West
17 Texas intermediate crude oil density values.
18 These values were selected for the project study
19 to determine the minimum channel dimensions for
20 the proposed channel deepening.

21 Here is a concise summary of the
22 current authorized channel depths and widths
23 compared to the proposed project channel depths
24 and widths. As previously discussed, the
25 deepened channel design was based on the 99th

1 percentile of VLCC vessel characteristics. Those
2 characteristics, in conjunction with design
3 factors such as currents, wind, wave effects,
4 ship speed, navigational traffic patterns, and
5 ship maneuverability, were used to determine the
6 optimal channel depths and widths. The study on
7 the optimal depth and width applied the design
8 characteristics of the World Association for
9 Waterborne Transport Infrastructure, known as
10 PIANC, and Army Corps of Engineers guidelines for
11 channels, to calculate the channel depths and
12 widths as shown in the table.

13 PIANC is a global organization that
14 has been providing guidance and technical advice
15 for sustainable waterborne transportation
16 infrastructure to ports, marinas, and waterways
17 since 1885.

18 Both one-way and two-way vessel
19 traffic designs were considered. One-way traffic
20 was ultimately decided upon to reduce the amount
21 of dredging needed for the proposed project and
22 reduce future channel maintenance dredging
23 volumes.

24 Portions of the channel have been
25 divided into segments, depending on the referred

1 design channel depths, widths, and slopes.
2 Segments 1 and 2 will be excavated to minus 77
3 feet of the mean lower low water level, or MLLW,
4 while segments 3 through 6 will be deepened from
5 the currently authorized depth of minus 54 feet
6 MLLW to minus 75 feet MLLW.

7 Segment 1, referred to as the outer
8 channel, is the new entrance channel extension to
9 the existing minus-80-foot bathometric contour in
10 the Gulf of Mexico.

11 Segment 2 continues inbound,
12 deepening the existing authorized minus-56-foot
13 channel to the same proposed dimensions as the
14 outer channel.

15 Segments 3 through 6 are the inbound
16 portions of work encompassing the Harbor Island
17 transition flair, Harbor Island junction, and
18 inner Corpus Christi channel.

19 A breakdown of anticipated new work
20 dredging volumes by segment is displayed here.
21 The design depths do not include the additional
22 two feet of advanced maintenance dredging and two
23 feet of overdredge allowance. However, the total
24 dredge volume by segment does include the
25 advanced maintenance and overdredge allowance

1 volumes.

2 As shown in the last row, the total
3 estimated dredge volume from the channel
4 deepening project is just under 42 million cubic
5 yards.

6 The dredged material management
7 plan, or DMMP, should consider the most cost-
8 effective and implementable alternatives that
9 weigh economics, engineering, and the
10 environment. Agency and public input was used to
11 develop the DMMP, which included using existing
12 placement areas, beneficial use sites, and ocean-
13 dredged material disposal site known as ODMDS.
14 Wherever feasible, environmental impacts to
15 existing oyster habitats, seagrass, wetlands, and
16 other ecosystems was avoided.

17 The DMMP for the project proposes a
18 series of existing upland placement areas and new
19 and existing beneficial use sites to optimize the
20 use of the new work dredged materials as much as
21 possible. Specifically the material will be used
22 to expand upland placement areas and beneficial
23 use sites as well as address shoreline repair
24 needs within Redfish Bay, Corpus Christi Bay, and
25 the Gulf of Mexico in the vicinity of the

1 channel.

2 13.8 million cubic yards of dredged
3 material are planned to be placed in the new work
4 ODMDS located approximately 3.4 miles offshore.
5 The material is mostly comprised of non-
6 structural clays which are not beneficial for
7 construction of berms or dikes. Preliminary
8 modeling using USACE's MP Fate modeling confirms
9 that there is enough capacity within the ODMDS
10 for disposal of the entire 13.8 million cubic
11 yards without exceeding the limiting mounding
12 height of 11 feet within the ODMDS.

13 The planning effort focused on
14 existing placement areas and beneficial use sites
15 as new upland placement opportunities are
16 limited. As mentioned, the initial beneficial
17 use concepts were generated by considering
18 existing agency restoration plans such as the
19 Texas General Land Office's Texas Coastal
20 Resiliency Master Plan, storm damage caused by
21 Hurricane Harvey, and beneficial use features
22 implemented elsewhere on the Gulf Coast.

23 Input was also gathered from
24 federal, state, and local resource agencies, and
25 used to help shape the direction of the DMMP.

1 Thirteen initiatives were ultimately decided on,
2 eleven of which were beneficial-use features
3 aimed to achieve a variety of shoreline
4 restoration, land loss restorations, marsh cell
5 expansion, and gulf-side shoreline initiatives.

6 The figure shown here summarizes the
7 placement areas included in the DMMP. Green
8 areas create and restore estuarine, aquatic, and
9 marsh habitats, and provide beach and dune
10 renourishment on the gulf side. Yellow areas
11 expand and repair existing placement areas,
12 restore eroded shorelines or provide protection
13 to seagrass areas.

14 The feeder berms, shown in blue,
15 offshore of San Jose Island and Mustang Island,
16 will nourish beach shorelines through the natural
17 sediment transport process.

18 Preliminary modeling was performed
19 to determine impacts on hydrodynamics, salinity,
20 shoaling and vessel wake, and ODMDS capacity as a
21 result of the proposed channel deepening. A
22 desktop study of cultural resources was conducted
23 along with wetland delineations and seagrass
24 surveys for placement options within the bay.
25 Tidal increases were observed to have a minimal

1 impact on the tidal range for the area, logging
2 in at less than an inch in Redfish Bay and less
3 than a half inch in Aransas Copano, Corpus
4 Christi, and Nueces bays.

5 Velocity changes were considered
6 negligible, as it represents 12 percent on
7 average speeds and 14 percent on peak speeds.

8 Shoaling analysis concluded an increase of
9 399,000 cubic yards of maintenance material
10 entering the channel system per year. This will
11 result in a maintenance dredging cycle frequency
12 increase from once every 2.5 years to once every
13 1.9 years.

14 Using the Delft3D modeling system,
15 the maximum salinity impact would still register
16 within the optimum salinity ranges for some of
17 the most prolific aquatic flora and fauna,
18 resulting in no negative impacts to these
19 species.

20 A ship simulation study was
21 performed by the Aransas-Corpus Christi pilots to
22 evaluate the feasibility of the channel
23 expansion, identify optimum channel dimensions
24 for safe and efficient operations, and to
25 determine any operation constraints that might be

1 required for safe operation. The simulation
2 confirmed the validity of the proposed design for
3 the approach channel and the inner channel.

4 Vessel wake studies showed reduced
5 sediment mobilization along adjoined shorelines
6 due to the reduced number of vessel transits per
7 year, from 792 to 528 as a result of the channel
8 deepening.

9 Wetland delineation surveys and
10 field work were performed to determine the
11 acreage of existing wetland ecosystems and
12 natural seagrass habitats within the proposed
13 placement sites. Adverse impacts are expected on
14 approximately 244 acres of delineated wetlands.

15 Wetlands that are distributed as a
16 result of placement operations will be replaced
17 in kind. The proposed restoration of the DMMP
18 provides for approximately 1100 acres of restored
19 aquatic habitat which greatly exceeds the actual
20 adverse impacts of 244 acres. A preliminary
21 report has been submitted to the U.S. Army Corps
22 of Engineers, and the Port of Corpus Christi
23 Authority is looking forward to consulting with
24 the state historic preservation officer on
25 additional studies.

1 The Port will continue to study this
2 proposed project to ensure the most informed
3 design. A passing vessel analysis is in process
4 and further ship simulations are anticipated for
5 mid-June to potentially reduce the channel width
6 in the inner channel and to study effects of
7 further 3-D current modeling when applied to the
8 simulation.

9 The Port of Corpus Christi Authority
10 is actively working with the U.S. Environmental
11 Protection Agency and the U.S. Army Corps of
12 Engineers to refine the sampling and analysis
13 plan for material testing related to ODMDS
14 approval. Design of the most effective placement
15 template for beach re-nourishment is ongoing with
16 continued analysis of channel material for sand
17 placement to best mimic that of native beach
18 materials.

19 Feeder berms offshore of San Jose
20 Island and Mustang Island are still being
21 evaluated for sizing and location to maximize the
22 amount of material contributed to beaches as a
23 result of the natural sediment transport process.

24 Thank you for taking the time to
25 learn more about the Port of Corpus Christi

1 Authority's channel deepening project. This
2 concludes the presentation.

3 (Recording stopped)

4 MR. HUDSON: As a reminder, if you have
5 not registered to speak during the meeting today
6 and would like to, you may do so at any time by
7 using the raise hand feature located at the
8 bottom of the WebEx participant list. Please
9 note that you must access the WebEx portal online
10 if you signed up to speak tonight.

11 And now, we will provide information
12 about the U.S. Army Corps of Engineers EIS
13 process, including the purpose and need,
14 potential project alternatives, as well as an
15 overview of the known environmental concerns.

16 (Recording played)

17 MR. HUDSON: Hello. My name is
18 Jayson Hudson, and I am the Corps Regulatory
19 Project Manager for the Port of Corpus Christi
20 Authority's channel deepening EIS. I will
21 present to you an overview of the Corps EIS
22 process and the results of our early scoping for
23 the channel deepening EIS.

24 The objectives of my presentation
25 are to provide you an overview of the relevant

1 laws, introduce the Corps project team, and
2 describe some of the content of the EIS as well
3 as some of the alternatives and environmental
4 concerns that have been identified.

5 The Port Authority's permit
6 application is subject to Sections 10 and 14 of
7 the Rivers and Harbors Act, Section 404 of the
8 Clean Water Act, Section 103 of the Marine
9 Protection Research and Sanctuaries Act, Title 41
10 of the Fixing America's Surface Transportation,
11 or FAST, Act, and Executive Order 13807.

12 The project must also be coordinated
13 with state and federal agencies pursuant to
14 Section 401 of the Clean Water Act, the Coastal
15 Zone Management Act, the Endangered Species Act,
16 the Magnuson-Stevens Fishery Conservation and
17 Management Act, and the National Historic
18 Preservation Act.

19 Title 41 of FAST, often referred to
20 as FAST41, standardizes interagency consultation
21 and coordination practices and requires that a
22 schedule for these practices be established and
23 published on the federal Permitting Improvement
24 Steering Council permit performance website.

25 Executive Order 13807 requires

1 federal agencies to process environmental reviews
2 and authorization decisions for major
3 infrastructure projects as one federal decision.
4 That means that all federal agencies with review
5 responsibilities for major infrastructure
6 projects must develop a single EIS and sign a
7 single record of decision, or ROD.

8 The EIS team is comprised of the
9 Corps as the lead federal agency, with the
10 Environmental Protection Agency, the National
11 Marine Fisheries Service, the U.S. Coast Guard,
12 and the U.S. Fish and Wildlife Service as
13 cooperating agencies in the development of the
14 EIS.

15 Several state agencies, including
16 the Texas Commission on Environmental Quality,
17 Texas Parks and Wildlife Department, Texas
18 Historical Commission, and Texas General Land
19 Office are also participating or commenting on
20 the development of the EIS.

21 The Environmental Impact Statement
22 contractor is Freese and Nichols, Incorporated,
23 and the applicant is the Port of Corpus Christi
24 Authority.

25 Due to limited resources, the Corps

1 regulatory program utilizes a third-party
2 contractor process to develop an EIS. In this
3 process, the lead federal agency, applicant, and
4 environmental consultant enter into an agreement
5 where the applicant contracts and pays for the
6 environmental consultant who prepares the EIS
7 under the direction of the Corps.

8 As you can see in the diagram, the
9 Corps directs the environmental consultant on the
10 development of the EIS independent of the
11 applicant. It's important to emphasize that
12 ultimately, the Corps is responsible for the
13 development and content of the EIS.

14 Here we have a timeline of major
15 milestones for this project. The Port Authority
16 submitted their application on January 7th of
17 2019, and the Corps concluded an EIS would be
18 required in March. Subsequent to that, the
19 project was designated a FAST41 project in June
20 of 2019 and initial public notice was published
21 in August.

22 After coordinating with the
23 cooperating agencies, the Corps developed a
24 purpose and need for the project in March of
25 2020, which we will discuss later in the

1 presentation. The notice of intent to develop
2 the EIS was published in April of 2020.

3 The draft EIS is scheduled to be
4 provided to the public in March of 2021, with a
5 public hearing and comment period in March and
6 April of the same year. The final EIS is
7 scheduled to be provided to the public in January
8 of 2022, followed by a permit decision which will
9 be documented in a record of decision in April of
10 2022.

11 This EIS flowchart shows the
12 sequential process for developing and publishing
13 an EIS. We are currently in the scoping stage of
14 the EIS, where we are soliciting your input. The
15 information and issues identified during scoping,
16 along with the information and issues provided in
17 letters sent in response to the public notice,
18 and all other pertinent data, will be considered
19 in the determination of the scope of the EIS and
20 the subsequent permit decision which is
21 documented in a record of decision.

22 The scoping process is an integral
23 step in the development of an EIS, with the
24 overall goal of defining the scope of issues to
25 be addressed in-depth in the analysis. The

1 scoping process helps the Corps identify people
2 and organizations that may be affected or have
3 interest in the project, as well as identifying
4 the roles and responsibilities of state and
5 federal agencies.

6 The scoping process also helps
7 identify significant issues that may have not
8 already been identified, as well as eliminate
9 issues that will not be significant or have
10 already been addressed. The scoping process can
11 also aid the identification and gaps in data and
12 information as well as identify related studies
13 that may be applicable.

14 Listed here are the typical sections
15 of an EIS. The first chapter will provide an
16 introduction to the project and the Corps' stated
17 purpose and need for the project.

18 The second chapter describes the
19 alternatives to the applicant's proposed project
20 and the subsequent chapters assess the impacts of
21 all of the alternatives evaluated. The
22 assessments will cover a wide range of
23 environmental impacts including the cumulative
24 impacts.

25 In addition, studies that support

1 the analysis will be provided in the appendices
2 of the EIS. This may include, but not limited
3 to, ocean dredged material disposal site
4 analysis, Endangered Species Act assessments,
5 cultural resource studies, hydrology and
6 hydraulic studies, as well as compensatory
7 mitigation plans.

8 The Corps is required by regulation
9 to restate the purpose for the project from the
10 public interest perspective. The Corps, after
11 coordinating with cooperating agencies, developed
12 two purpose statements: a basic purpose and an
13 overall purpose.

14 The basic purpose is developed to
15 determine if a project requires siting in or
16 proximity to a special aquatic site such as
17 wetlands and seagrasses. Based on the Corps'
18 basic project purpose, shown here, the project
19 was determined not to require siting in or
20 proximity to a special aquatic site such as
21 wetlands and seagrasses. Therefore, it is
22 presumed that an alternative that does not affect
23 special aquatic sites is available.

24 The overall purpose is developed to
25 identify and screen alternatives to the

1 applicant's proposed project. The Corps has
2 determined that the overall project purpose from
3 the public interest perspective, is to safely,
4 efficiently, and economically export current and
5 forecasted crude oil inventories via Very Large
6 Crude Carriers, a common vessel in the world
7 fleet.

8 Crude oil is delivered via pipeline
9 from the Eagle Ford and Permian Basins to
10 multiple locations at the Port of Corpus Christi.
11 Crude oil inventories exported at the Port of
12 Corpus Christi have increased from 280,000
13 barrels per day in 2017 to 1,650,000 barrels in
14 January of 2020, with forecasts increasing to
15 4,500,000 barrels per day by 2030. Current
16 facilities require vessel lightering to fully
17 load a VLCC, which increases cost and affects
18 safety.

19 Alternatives that were identified
20 during the initial public notice, which is an
21 early scoping step, include the no action
22 alternative which in this case would be permit
23 denial; the applicant's preferred alternative; as
24 well as alternatives to the deepening of the
25 channel such as a deep-water port facility. It

1 is not uncommon in complex projects such as this
2 one to have alternatives developed for
3 subcomponents of the project: in this case,
4 alternatives to the proposed dredge material
5 placement options, such as offshore disposal,
6 beneficial use, and upland placement.

7 In addition to the alternatives that
8 were identified during the public notice, several
9 environmental concerns were raised. Many of the
10 comments received focused on impacts to wetlands
11 and seagrasses as well as threatening endangered
12 species. Additional comments were received on
13 navigation safety and recreational use of the
14 area.

15 I thank you for your interest in the
16 development of the EIS for the Port of Corpus
17 Christi Authority's channel deepening project. I
18 look forward to receiving your comments and
19 suggestions. We will be accepting scoping
20 comments through July 3, 2020. If you would like
21 to submit written comments, you may do so at the
22 mailing address or electronic email address shown
23 on your screen.

24 (Recording stopped)

25 MR. HUDSON: Thank you. That concludes

1 the presentation portion of today's scoping
2 meeting. We will now begin the commenting
3 period. As a reminder, if you have not
4 registered to speak during the meeting today and
5 would like to, you may do so at any time by using
6 the raise hand feature located at the bottom of
7 the WebEx participant list.

8 Please note that you must have access to
9 the WebEx portal online to sign up and provide a
10 comment.

11 Due to the nature of today's virtual
12 meeting, the formal public commenting portion of
13 today's meeting will be conducted in the
14 following way. First, federal, state, and local
15 elected officials who wish to speak will be
16 called on to do so. Then anyone else who has
17 indicated a desire to speak will be given the
18 same opportunity. I will call on each member of
19 the public who has signed up to speak by the name
20 used during the meeting registration.

21 Each speaker will be given three minutes
22 to make their comments. When it is your turn to
23 speak, please mute your computer audio to avoid
24 feedback. A countdown timer will be displayed on
25 the meeting broadcast screen for each speaker to

1 indicate the remaining time. As your time ends,
2 please be courteous to the other members of the
3 public who wish to provide comments and quickly
4 wrap up your comments, to ensure that everyone
5 who would like to speak has the opportunity.

6 If you do not need the entire time
7 allotted, help us to include everyone by only
8 using the time you need. If you complete your
9 comments in less than three minutes, we will
10 restart the clock for the next speaker.

11 Remaining time cannot be reserved or transferred
12 to another speaker.

13 Please keep in mind that we reserve the
14 right to mute your microphone if this instruction
15 is not followed.

16 We ask that you support us in conducting
17 a respectful, orderly, and courteous meeting. We
18 want to be sure we get all of your comments
19 recorded, and we need your cooperation to do so.

20 Here are a few ground rules:

21 Since the meeting is being held
22 virtually, we will keep all participant
23 microphones muted to avoid any background noise
24 that may make the presentation difficult to hear.
25 When it is your turn to speak, Connor will notify

1 you when your microphone has been unmuted.

2 Please make sure that you have also unmuted your
3 phone too.

4 When it's your opportunity to speak,
5 please state and spell your first and last name.

6 We will not respond today to comments
7 submitted. However, all comments made today will
8 be documented and reflected in the development of
9 the EIS.

10 Just a reminder, you may not defer your
11 time to others. The public scoping meeting will
12 adjourn no later than 7:00 p.m. today. If you
13 have additional comments that you would like to
14 submit beyond what you are able to address during
15 your comment period, please submit them in
16 writing or by calling (855) 680-0455.

17 Speakers will be called on to provide
18 comments in the order in which they have signed
19 up. We will announce upcoming speakers in groups
20 of five, so you are aware of when you will be
21 called to speak.

22 If you do not wish to provide a comment
23 today but would like to submit comments to the
24 project team, there are other ways to do so. You
25 have the option to submit comments through mail,

1 online through the project website, and by
2 texting or calling the project phone number,
3 (855) 680-0455. I repeat, that number is (855)
4 680-0455.

5 All comments received during the formal
6 commenting period through July 3rd will carry the
7 same weight as the comments submitted today. You
8 do not have to submit a comment today, and you
9 will be heard just as clearly as those who speak
10 today. Additional information about submitting
11 comments is provided on the project website.

12 We will begin with comments from public
13 officials.

14 Connor, do we have any public officials
15 that wish to provide comment today?

16 MR. STOKES: Thank you, Jayson. We do
17 not have any public officials that have signed up
18 to comment today.

19 MR. HUDSON: Okay, Connor. Will you
20 call the first five public speakers, please.

21 MR. STOKES: Our first five speakers are
22 Kim Belato, Lisa Turcotte, Amanda Marbach,
23 Kenneth Teague, and Danny Tate.

24 Our first speaker is Kim Belato.

25 Kim, your microphone is now unmuted, and

1 you can begin providing comments at this time.

2 MS. BELATO: Thank you. My name is Kim
3 Belato. I'm (indiscernible) coalition, and I'm a
4 supporter of this project for many reasons.
5 First --

6 MR. STOKES: My apologies, Kim. I'm
7 sorry for interrupting. Your microphone is
8 coming -- or your audio is coming through very
9 faintly. If you could try to get closer to the
10 microphone or speak a little bit louder.

11 MS. BELATO: Is that better?

12 MR. STOKES: That is better. Yes,
13 ma'am.

14 MS. BELATO: My name is Kim Belato. I
15 am with Texas Energy Advocates Coalition, and we
16 are a supporter of this project for many reasons.
17 Before I go into why I'm supporting the Port
18 initiative, I want to also state, though, that I
19 do have a home in the area. I live on Copano
20 Bay, right on the water, so the environment and
21 keeping our beaches pristine and watching out for
22 wildlife and taking care of our area is very
23 important to me as well.

24 However, for the greater good of the
25 region and to look and to see what a great

1 stellar reputation that the Port has had, I feel
2 comfortable in saying that the Port's efforts to
3 prioritize and protect the waterways has always
4 shown that they have that priority, not to
5 mention the fact that they contribute to local,
6 regional, and national income. That's just a
7 fact.

8 Through the developments though, the
9 Port is proposing this channel to deepen it to 80
10 feet, given them the capacity to take the fully
11 latent, Very Large Crude Carriers, the VLCC, to
12 Harbor Island.

13 So let's talk about that real quick.
14 Gulf of Mexico and this project is vital. It's a
15 matter of -- first of all, the Port is the number
16 one exporter of (indiscernible). It's a net
17 exporter, and it is on this path to continue to
18 support, not just the economic growth for our
19 region but for the state of Texas.

20 It also, though, in my opinion, a matter
21 of national security. We really need to be the
22 provider of our energy needs for us and for the
23 world. This avoids the opportunity for us to
24 have to get into unnecessary wars all over the
25 planet with having to fight wars for oil. We all

1 know that this has been happening.

2 There's also several pipeline projects
3 that have also been in the works from Eagle Ford
4 to Permian Basin in that are connecting into the
5 Port or Harbor Island. Therefore, while it's 54-
6 foot channel depth, this deeper port is
7 absolutely necessary, and it's going to also
8 improve the safety and efficiencies of waterborne
9 (indiscernible) as well.

10 So you know, there's that, and then
11 there's -- let's go back to the national security
12 issue quickly. We want to take on the national
13 debt, and we should, and this -- having them do
14 this would definitely help secure that, along
15 with taking -- sorry -- along with making sure
16 that we're looking at importing our oil from us
17 and not from other countries like Russia or Saudi
18 Arabia.

19 And lastly, you know, like I said,
20 living in Copano Bay and having a town that was
21 wiped out by Hurricane Harvey, not having any
22 stores or lights in our little town because they
23 were wiped out by Hurricane Harvey. We have
24 still not come back from Hurricane Harvey, and
25 here comes COVID-19. And all I'm saying is that

1 we need to look at different (indiscernible).

2 Stellar record, and it should be
3 considered. It knows how to work with government
4 agencies, and has a long track record
5 (indiscernible). Thank you.

6 MR. STOKES: Thank you very much for
7 your comments.

8 Our next speaker, Lisa Turcotte, is no
9 longer in attendance, so we'll move on to the
10 next speaker, Amanda Marbach.

11 Amanda, your microphone is now unmuted,
12 and you can begin providing comments at this
13 time.

14 MS. MARBACH: Hello, everyone. Can you
15 hear me?

16 MR. STOKES: Yes, ma'am. We can hear
17 you.

18 MS. MARBACH: Okay. My name is Amanda
19 Marbach, A-m-a-n-d-a, M-a-r-b-a-c-h. And I am
20 also a member of the TEAC, the Texas Energy
21 Advocates Coalition. I'm a supporter of the
22 project. I became fascinated with the growth of
23 the Port and how exciting it is for Texas, for
24 our nation. I was really intrigued by it that I
25 decided to pick up and move my family here so we

1 could be a part of it.

2 With all the expansion we're doing with
3 this, it's bringing opportunities for myself,
4 other workers, my children, bringing more money
5 into the schools, just trying to provide a better
6 future for our nature.

7 And as like Kim said with national
8 security, I think that's real important that we
9 become a country that can support ourselves and
10 also not rely on world trade.

11 But I'm all for it. I'm going to keep
12 it short and sweet. But thank you for holding
13 this, and I'm glad to be a part of it and learn
14 what all is going on.

15 MR. STOKES: Thank you for your
16 comments. Your microphone is now back on mute.

17 Our next speaker is Kenneth Teague.

18 Kenneth, your microphone is now unmuted,
19 and you can begin providing comments at this
20 time.

21 As a reminder, please make sure your own
22 device is placed off mute as well.

23 Kenneth, you can begin providing
24 comments at this time. Again, Kenneth, we can
25 hear some audio coming through your microphone.

1 You can begin providing comments at this time.

2 Okay. We'll move on to our next
3 speaker, Danny Tate.

4 Danny, your microphone is now unmuted,
5 and you can begin providing comments at this
6 time.

7 MR. TEAGUE: Okay. Can you hear me?

8 MR. STOKES: Yes.

9 MR. TEAGUE: Okay. Look, I'm also kind
10 of speaking on regards to TEAC. And I've spent a
11 lot of time in this community, all the way back
12 to the days of my employment with the Refinery
13 Terminal Fire Company where I spent a lot of time
14 on some fires on some of the dock facilities
15 there and have been a part of this community for
16 a long time. I'm also a vice president of
17 Emergency Service District Number 1 for
18 (Indiscernible) County. And so the last 15 years
19 I've actually spent in the oil field. I see the
20 values of what this project can do, you know,
21 across the board.

22 The one thing that jumps up to my ear is
23 the whole regulatory compliant side of what we
24 want to accomplish here, which also includes, you
25 know, risk mitigation to make it comfortable for

1 the community and all the stakeholders on really
2 document and keeping real-time progress of the
3 project moving forward, where we have some
4 expertise that could help with that process.

5 I think it's a great thing. I've kind
6 of (indiscernible) exposed and drawn into this,
7 and so we're definitely going to be a support and
8 help any way we can. Thank you so much.

9 MR. STOKES: Thank you for your
10 comments.

11 Our next five speakers are Errol
12 Summerlin (phonetic), Joe Kruger, Pat
13 Coeckelenbergh, Kathy Fulton, and Don Cummins.

14 We'll begin with Errol Summerlin --
15 excuse me. Your microphone is now unmuted, and
16 you can begin providing comments at this time.

17 MR. SUMMERLIN: Yes. Thank you. My
18 name is Errol Summerlin. I live at 1017 Downey
19 Drive in Portland, Texas. I plan on submitting
20 some written comments, but wanted to submit these
21 oral comments here today; and I thank you for the
22 opportunity.

23 I tried last time, by the way, and I --
24 for some reason, you all couldn't unmute me
25 apparently, but that's water under the bridge.

1 The Port of Corpus Christi is the
2 applicant here, and I think it's important to
3 understand their overall objective and obtain the
4 permit and the combined impacts of several
5 initiatives that are interdependent on each
6 other. Without one, it makes no sense to pursue
7 the others.

8 All of these initiatives culminate at
9 Harbor Island, and the combined impacts and
10 cumulative effects of all of them must be
11 considered in the EIS. Those initiatives include
12 the construction of a large crude oil terminal on
13 Harbor Island that will require unprecedented
14 destruction of Harbor Island with additional
15 dredging and material placement areas, materials
16 that remains contaminated from previous
17 operations on the island, and material that the
18 railroad commission said could not be relocated
19 from one section of the island to another.

20 It requires the berthing of VLCCs and a
21 narrow channel where vessel traffic is at an all-
22 time high. The emissions from the VLCCs will be
23 1000 feet from a major recreational hub for
24 residents and visitors to Port Aransas.

25 It then requires a supply of crude to

1 this new terminal, and that is being conducted
2 under a separate project being undertaken by
3 access midstream that will require additional
4 construction of pipelines through Redfish Bay
5 State Scientific Area to reach the terminal on
6 Harbor Island.

7 The inclusion of the seawater
8 desalination facility on Harbor Island should
9 also be included in the EIS, as it will include
10 the discharge of brine concentrate into the same
11 channel in which all the other activity is being
12 conducted.

13 The Port's ultimate objective is to
14 achieve all of these initiatives and their
15 corresponding cumulative impacts must be included
16 in the EIS.

17 Finally, I also believe there is another
18 project that must be included in the analysis,
19 and that's the Port's application for a core
20 permit to widen and deepen the La Quinta Channel.
21 This project will also have serious impacts on
22 the aquatic life and nurseries, and the placement
23 of the dredge material must be considered in
24 conjunction with the dredging activity in the
25 subject EIS. It appears that at least one of the

1 placement areas for the dredge material from La
2 Quinta is also designated as a placement area in
3 this EIS.

4 The Port of Corpus Christi believes
5 there are no boundaries to what it can do. The
6 Army Corps needs to reel them in and send them a
7 clear message that their power as a navigation
8 district has limitations when they're combined
9 activities impact (indiscernible) --

10 MR. STOKES: Thank you very much for
11 your comments. I apologize for cutting you off,
12 but we'll need to move on to our next speaker.

13 Our next speaker is Jo Kruger.

14 Ms. Kruger, I do not see you on our
15 attendee list. However, I know you provided
16 commented through Kathy Fulton's phone on our
17 previous meeting, so I will now unmute
18 Ms. Fulton's microphone for your comments.

19 Kathy, if Ms. Kruger is not with you,
20 please let us know.

21 UNIDENTIFIED FEMALE: There you go, Jo.

22 MS. KRUGER: Okay. You can hear me?

23 MR. STOKES: Yes.

24 MS. KRUGER: Okay. First of all, I'd
25 like to say that these meetings, there a lot of

1 people that can't get on today for some reason or
2 other, and not everybody has great Wi-Fi or
3 computers or all that, so I think these meetings
4 are really against all -- violating a lot of our
5 rights.

6 Secondly, we are not against oil and
7 gas. We're not totally against oil and gas, but
8 Port Aransas is 18 miles from the Port of Corpus
9 Christi. And the Port of Corpus Christi bought
10 that property in Port Aransas. We didn't go up
11 to the Port of Corpus Christi. We're not against
12 everything that Port of Corpus Christi is doing.
13 Harbor Island is just a terrible place for
14 desalination, VLCCs terminal. They'll be on
15 either side of our ferry system, which has been
16 there forever, and it's just a terrible place.
17 We have hurricanes here, and after Hurricane
18 Harvey, you can completely see what happened
19 there.

20 So you know, we've grown into -- nothing
21 has been on Harbor Island for years, 25 years. I
22 mean, it's -- and it's due to the contamination
23 of the island. It's not just against oil and
24 gas. There's a huge problem with Harbor Island,
25 and it's only 244 acres that the Corpus Christi

1 owns there. And they want to put a desalination
2 plant, four VLCCs berths, what else? A couple
3 other things. But anyway, it's just a terrible
4 spot for it. Scientists have been studying this
5 area for 30 years plus, and they can't all be
6 wrong. They just can't all be wrong.

7 And Port Aransas has grown into a huge
8 destination, a tourist destination with the
9 fisheries, and the estuaries, and all the fish
10 larvae come in through that channel and go up
11 into all the bays, Redfish Bay, up to Rockport,
12 Aransas, Ingleside. And to survive, what they
13 want to do at Harbor Island, it won't survive.
14 And there have been plenty of studies done on
15 this. And I just wish you all would take another
16 look.

17 And nobody has done an 80-foot channel,
18 nobody. And so they don't even know what the
19 effects of that is going to be. They haven't
20 even finished the damn 54-foot dredge must less
21 sitting here doing all these permits right now
22 for a damn 80-foot dredge. I mean -- and the
23 millions and millions of dollars it's going to
24 keep that current.

25 So I just wish these meetings -- oh, see

1 you later.

2 MR. STOKES: Thank you very much for
3 your comments. Our next speaker is Pat
4 Coeckelenbergh.

5 Pat, your microphone is now unmuted, and
6 you can begin providing comments at this time.

7 MS. COECKELENBERGH: Can you hear me?

8 MR. STOKES: Yes. We can hear you.

9 MS. COECKELENBERGH: Oh, you can hear
10 me. Okay, good. I was about to say, well,
11 that's (indiscernible).

12 Hi. My name is Pamela Coeckelenbergh.
13 That's spelled C-o-e-c-k-e-l-e-n-b-e-r-g-h. And
14 I want to thank you for the opportunity to speak
15 to you all. I think it's a wonderful idea to
16 have a virtual meeting in these times. But
17 unfortunately, it has not been very effective,
18 and many people have had a lot of frustration
19 trying to get on, stay on, speak. I didn't even
20 -- I didn't even hear the first person who spoke,
21 even though she spoke louder the second time you
22 talked to her.

23 So that being said, I think it's very
24 essential that we have a public meeting set up
25 where people can actually come together, voice

1 their opinions, have the support of each member
2 of their community, whether it's from Port
3 Aransas, Aransas Pass, the Coastal Bin area. All
4 of us need to be able to come and make comments.

5 The other thing I would like to say is
6 the Corps really needs to combine all the
7 proposed permits and consider all of the EIS for
8 all the projects as a cumulative impact. It's
9 not just one thing. They all affect each other.

10 And the rest I will write, and also
11 thank you very much for this opportunity to
12 speak.

13 MR. STOKES: Thank you for your
14 comments. Your microphone is now back on mute.

15 Our next speaker is Kathy Fulton.

16 Kathy, your microphone is now unmuted,
17 and you can begin providing comment.

18 MS. FULTON: Okay. And thank you. I
19 would like to say that Ken Teague contacted me
20 and he said if you would please go back to him.
21 He's on a computer now. And Lisa Turcotte is
22 also with us, so if you want to let her speak at
23 some point.

24 I would like to just add. This is not
25 going to be a blast to you about how we don't

1 like these meetings, the way they're being done.
2 I do want to say a few things about what some --
3 additional things for the EIS.

4 I agree with Errol, Errol Summerlin and
5 his points. I think that -- other thing that EIS
6 needs to consider is the traffic on 361 to and
7 from Harbor Island with the ferry and the wait
8 times because for anybody to say it's not going
9 to affect the ferry system, it is going to affect
10 our ferry system. And that is not a little --
11 that's not a little problem.

12 The stability also of the Harbor Island
13 ferry landing, I have -- I know that
14 (Indiscernible) has already -- had expressed
15 concerned about how that is possibly going to
16 affect the whole stability around the ferry
17 landing that they put a tremendous amount of
18 money into in the last couple years.

19 Also note, there's been no mention of
20 emergency problems or evacuations. If something
21 were to happen on Harbor Island, the ferry will
22 shut down, and people will not be able to get off
23 of the Port Aransas side over here by Roberts
24 Point Park or any way, except the other route.
25 But in a heavy summer weekend, which right now

1 we're having July 4th every weekend right now,
2 there is no way to evacuate this island,
3 absolutely none. And so I think that this is
4 something that's very important for the safety of
5 people visiting, much less the people that live
6 here.

7 I would also like to say it -- this
8 whole thing makes no sense unless it includes the
9 Harbor Island terminal, which is 201900245 and
10 then the access midstream proposal, which is
11 00789. And the reason it makes no sense is what
12 you're just -- you're building -- you're doing a
13 dredge to nowhere unless you have something to
14 tie it into that, of course, cuts off everybody
15 else upstream.

16 And for those people with the other
17 league that seem to think this is going to be so
18 great, it isn't because it's going to be a small
19 little select few people that are going to be
20 benefitting, and nobody else upstream is going to
21 be benefitting at all.

22 And I also want to say that there is,
23 again, no -- the draw of water from a larger VLCC
24 going to Moda or L&G, that is a big problem, and
25 it will affect -- it's a big problem. Nobody has

1 even looked at that. And thank you.

2 MR. STOKES: Thank you for your
3 comments. Your microphone is now back on mute.

4 Our next speaker is Don Cummins.

5 Don, your microphone is now unmuted, and
6 you can begin providing comments at this time.

7 MR. CUMMINS: Thank you.

8 (Indiscernible) m-m-i-n-s. I am the president of
9 Air Data Solutions, data collection company, and
10 we're also a member of the Texas Energy Advocates
11 Coalition. Thank you for letting me be a part of
12 this.

13 I would just like to say real quickly
14 that I support the Port's channel deepening
15 project. We have seen the impact that the
16 growing volume of trade has provided, not only to
17 our business in the area but also to so many
18 other businesses that are active in this area.
19 And in a time when so many are struggling, the
20 current progress and everything that's happening
21 and being brought about by the Port is very
22 encouraging.

23 So we fully support these projects being
24 discussed and will provide any assistance that we
25 can. Thank you very much.

1 MR. STOKES: Thank you for your
2 comments. Your microphone is now back on mute.

3 At this time we will circle back to Lisa
4 Turcotte and then Kenneth Teague.

5 Kathy, your microphone has now been
6 unmuted.

7 MS. TURCOTTE: Hello. This is Lisa
8 Turcotte. Can you hear me?

9 MR. STOKES: Yes.

10 MS. TURCOTTE: My name is Lisa Turcotte.
11 That's Lisa, L-i-s-a, Turcotte, T-u-r-c-o-t-t-e.
12 And I live in Port Aransas, Texas, and I, like
13 Jo, am not against oil development. I'm just
14 against any, vehemently opposed to development on
15 Harbor Island.

16 For one, we've already spoken about the
17 traffic with the ferry and with the recreational
18 fisherman that are out there, the commercial
19 fisherman that are out there, the L&Gs that pass
20 by daily. To add VLCCs turning around there is
21 just like, you know, impossible to imagine and a
22 ludicrous proposal.

23 The pollution - the light pollution, the
24 noise pollution, everything that's going to come
25 with Harbor Island development is going to affect

1 not only Port Aransas but Aransas Pass,
2 Ingleside, Ingleside on the Bay, and Rockport.
3 We don't just have Corpus Christi Bay. We have
4 Aransas Bay, Redfish Bay, Copano Bay. All of
5 those estuaries are going to be affected by all
6 of this action and pollution.

7 An 80-foot dredge has not even ever been
8 done, and you all are proposing to take
9 contaminated soil off of Harbor Island and place
10 it out in the Gulf because we can't place it
11 anywhere else because we know it's contaminated.
12 How much sense does that make?

13 The only people that are going to profit
14 from this are the Port and the Berry brothers or
15 whoever owns Lonestar, Access, and Midstream, and
16 all of it.

17 Port Aransas is here for fishing, for
18 beachgoers, for tourism, and Corpus Christi is
19 not giving us any guidance or any help in that
20 regard. Everything they do it seems is against
21 us.

22 As far as the energy folks that have
23 been coming up all of a sudden, where they came
24 from, who knows. I'm sure the Port put them up
25 to it, but energy is energy. And we all need

1 energy. That's true, but we don't need pollution
2 and ruining another economy just to support a few
3 chosen folks.

4 I don't know. What else can I say?
5 That's all I have to say. I appreciate
6 Mr. Hudson, I think is your name, Jayson Hudson.
7 I appreciate.

8 This mode of communication is
9 ridiculous. I understand the virus is here, and
10 we have to be smart, but I think there's plenty
11 of places we could have -- this convention center
12 here in Port Aransas where we could social
13 distance and talk about this in a face-to-face
14 manner, where we could ask questions. We can't
15 even ask questions from anybody because it's a
16 one-sided conversation, me looking at a screen.
17 I'm a real people-person, and it's just not cool.
18 Thank you, sir.

19 MR. STOKES: Thank you for your
20 comments. Your microphone is now back on mute.

21 Our next speaker is Kenneth Teague. We
22 also have one additional speaker who has signed
23 up, Kate Lindacougel. But first we will call on
24 Mr. Teague.

25 Your microphone is not unmuted, and you

1 can begin to provide comments at this time.

2 MR. TEAGUE: Can you hear me?

3 MR. STOKES: Yes. We can hear you.

4 MR. TEAGUE: Okay. I want to let you
5 know that I was on the phone and the WebEx, and
6 nobody actually clearly stated that you couldn't
7 give comments on the phone if you were on the
8 WebEx. But apparently you cannot because my
9 phone remained muted earlier.

10 So at any rate, my name is Kenneth
11 Teague, K-e-n-n-e-t-h. Last name Teague, T-e-a-
12 g-u-e. I'm going to pick up where I left off
13 last time. I didn't get all my comments made, so
14 here we go.

15 The EIS must disclose reasonable
16 estimates of the single and complete projects
17 impacts, including impacts of proposed dredge
18 material disposal on and near seagrass beds,
19 direct, indirect, and secondary impacts must be
20 disclosed.

21 Impacts of dredging on near shore reefs
22 in the Gulf of Mexico, the extension of the
23 channel far out in the Gulf. I don't know if
24 there's any reefs along that transect, but
25 somebody sure needs to look because that would be

1 a very significant impact; and it needs to be
2 disclosed if there are any.

3 Impacts of proposed dredge material
4 disposal in the near shore Gulf of Mexico and on
5 beaches, the impacts of that on recreational
6 beaches and adjacent waters.

7 Impacts on the degree of coupling
8 between the Gulf of Mexico and Redfish, Aransas,
9 Corpus Christi Bay estuary system, including
10 effects on propagation of storm surge.

11 Impacts of vessel wakes on shoreline
12 erosion; impacts of all project activities on
13 fish and shell fish of this estuary system.

14 Impacts of seagrass impacts caused by
15 the proposed project on finfish, shellfish, and
16 juvenile green sea turtles, which are a listed
17 species.

18 Impacts of the proposed project on water
19 quality and ecology, specifically due to oil
20 spills.

21 Impacts of the proposed project on air
22 quality and the adjacent Port Aransas community.

23 Impacts of the proposed project on
24 navigation safety in the channel between Port
25 Aransas and Harbor Island.

1 Potential impacts on evacuation routes.
2 Impacts of the proposed project on all aspects of
3 socioeconomics of Port Aransas. That's it.

4 MR. STOKES: Thank you for your
5 comments. Your microphone is now back on mute.

6 We do have two additional speakers at
7 this time. Kate Lindacougel (phonetic) and
8 Margaret Duran.

9 Kate, your microphone is now unmuted,
10 and you can begin providing comments at this
11 time.

12 MS. LINDACOUGEL: Okay. My name is Kate
13 Lindacougel, L-i-n-d (audio cuts off) g-e-l.

14 I'm just an interested citizen, and I'm
15 (indiscernible). I appreciate this opportunity.
16 Through my line of work, I'm involved in a lot of
17 public comments, and for as difficult as this
18 digital format is, the other side of it is we
19 hear complaints about how people can't drive
20 (indiscernible); it was at an improper time. I
21 appreciate this opportunity, not having to get
22 off work.

23 But we've discussed -- I've heard a lot
24 of objections to Port City Council and Harbor
25 Island in this project. I kind of wanted to

1 point out what would be the alternative.

2 Right now there's 200 -- there's 2328
3 miles of oil pipeline and 6318 miles of natural
4 gas pipeline coming into the area. There's
5 authorized \$544 million in channel improvements
6 already in the City Council area.

7 So whereas I would like to see more
8 information in the EIS regarding potential
9 impacts and what those mitigations would be and
10 what it is in the context of the other
11 developments going around, I still would prefer
12 an area that's already as developed as Corpus as
13 opposed to something by the Aransas Wildlife
14 Refuge or the (Indiscernible) Madre, Rio Bravo
15 area.

16 I just -- I can't see where this is not
17 an (indiscernible) situation where people are
18 saying I don't have a disagreement with oil and
19 gas but where else would it be? Would we put it
20 in (Indiscernible) Bay and Port (Indiscernible)
21 and make it their problems? It seems that
22 there's already this much development in the
23 Corpus Christi area with so many between Q-it
24 (phonetic) and Genere (phonetic) and everybody
25 else already in the area that it seems to be the

1 least damaging option to achieve the economic
2 goals that we're trying to achieve.

3 That's all I have. Thank you.

4 MR. STOKES: Thank you for your
5 comments. Your microphone is now back on mute.

6 Our next speaker is Margaret Duran.

7 Margaret, your microphone is now
8 unmuted, and you can begin providing comments at
9 this time.

10 MS. DURAN: All right. Can you hear me?

11 MR. STOKES: Yes. Yes, we can.

12 MS. DURAN: Yes. Anyone who has been to
13 Port Aransas has to realize that that is a very
14 narrow area, and it has already been affected by
15 Hurricane Harvey once. We can't underestimate
16 the chances that, you know, will we hit again.

17 But last year I saw a large ship nearly
18 capsize one of our ferries, and I can't imagine a
19 VLCC coming through there regularly without
20 serious damage to the ferries. So I just don't
21 understand how this is even being thought, how
22 deepening of 80-feet when this narrow pass is
23 really the only major opening for about 100 miles
24 into the Bay of Corpus Christi and Redfish and
25 Aransas Bays. The hydrology will be damaged for

1 the lifecycles of the larvae coming through there
2 that depend on the inflows and outflows of the
3 currents. That kind of dredging and ensuing
4 traffic is going to harm fish.

5 Endangered species such as our whooping
6 cranes, our piping plovers. I mean, Corpus
7 Christi is known as the birdiest (phonetic) city
8 in the country, and we're talking about doing a
9 great deal of cumulative harm by bringing in so
10 much more into this area, which is, again, this a
11 very cramped, narrow area there.

12 There term beneficial use of spoil,
13 which is for the dredging seems inappropriate
14 also. That spoil is going to damage seagrasses
15 and oyster beds, two things that actually
16 ameliorate wave and storm damage now as well as
17 aid our fish nurseries and our beaches.

18 When I saw your -- where you're thinking
19 of putting those spoils out there, that's going
20 to be contaminated spoils coming onto our
21 beaches, and I don't understand how you would
22 even consider that.

23 Don't greenwash what's happening here.
24 Beneficial use is a term robbed from conservation
25 and applied now to the industrialization of our

1 natural areas. The Army Corps of Engineers and
2 the Port of Corpus Christi are not improving our
3 natural ecological systems, but degrading them.
4 So let's just call it what it is.

5 And I've heard some of the comments on
6 national security, but I'm not sure if this
7 doesn't put a target on our backs, frankly. I
8 don't know that it's such a great idea to be
9 doing this concentration in one area where we
10 could be the target for terrorists in the future.
11 And again, we are a ground-zero for large
12 hurricanes.

13 So let's really consider what they're
14 trying to do here. We're a tourist area, a
15 natural area --

16 MR. STOKES: Thank you for your
17 comments. I apologize for cutting you off, but
18 we must keep to the three-minute time limit.

19 Jayson, at this time, that concludes our
20 registered speakers for today.

21 MR. HUDSON: Thank you, Connor.

22 Since we've gone through all the
23 commenters who have signed up, at this time the
24 formal commenting period of the meeting has
25 ended. Thank you.

1 Just a reminder that all statements
2 placed in the record will be given consideration.
3 It should be noted that comments on the proposed
4 project can be submitted at any time during the
5 NEPA process, but only those submitted during
6 this and the previous formal scoping periods will
7 be included in the summary reports and will be
8 guaranteed to be addressed in the final
9 environmental impact statement.

10 Our final virtual public meeting is
11 Thursday, June 18th. Comments will be accepted
12 through July 3, 2020.

13 I thank you for your participation today
14 and your interest that you have shown in the
15 proposed project. The public meeting is
16 adjourned at 5:13. Thank you.

17 (END OF VIDEO FILE)

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CERTIFICATE OF TRANSCRIPTIONIST

I certify that the foregoing is a true and accurate transcript of the digital recording provided to me in this matter.

I do further certify that I am neither a relative, nor employee, nor attorney of any of the parties to this action, and that I am not financially interested in the action.



Julie Thompson, CET-1036

Scoping Meeting

June 18, 2020

TRANSCRIPT OF AUDIO FILE

PCCA SCOPING MEETING

JUNE 18, 2020

1 MR. HUDSON: Good afternoon. On behalf
2 of the project team, we thank you for your time
3 and interest in the Port of Corpus Christi
4 Authority's Channel Deepening Project
5 Environmental Impact Statement or EIS.

6 Hello. My name is Jayson Hudson. I am
7 the U.S. Army Corps of Engineers Regulatory
8 Project Manager for the Department of the Army
9 permit application.

10 If you are rejoining us from our June 9,
11 2020, public scoping meeting, I thank you for
12 rejoining us and apologize for the technical
13 difficulties during that meeting.

14 The overall goal of public scoping is to
15 define the issues to be addressed in depth in the
16 analysis that will be included in the EIS.
17 That's why we're here today. We want to hear
18 from you about the issues you would like for us
19 to address in the EIS, and we appreciate everyone
20 taking the time to join us today.

21 Before we proceed with our agenda, I
22 would like to acknowledge the project team
23 members in attendance today. From the U.S. Army
24 Corps of Engineers, I am joined by Bob Hindley,
25 Deputy Chief of Regulatory Division.

1 From the Port of Corpus Christi
2 Authority, we are joined by Clark Robertson,
3 Chief Operating Officer; Omar Garcia, Chief
4 External Affairs Officer; Sarah Garza, Director
5 of Environmental Planning and Compliance; Dan
6 Koesema, Director of Channel Development; Nelda
7 Olivio, Director of Government Affairs; Lisa
8 Hinojosa, Communications Manager; Beatrice
9 Riviera, Environmental Engineer, and several team
10 members from the Port's consulting firm, AE COM
11 (phonetic).

12 From the Corps EIS contractor team, we
13 are joined by Lisa Vitalie (phonetic), Tony Risco
14 (phonetic), and Tom Dixon from Freese and
15 Nichols, as well as Leslie Hollaway and Connor
16 Stokes from Hollaway Environmental and
17 Communication Services, who will be assisting me
18 today.

19 During the meeting today, Colonel
20 Timothy Vail, Commander of the U.S. Army Corps of
21 Engineers Galveston District, will provide
22 opening remarks followed by presentations about
23 the proposed project from the Corps and the Port
24 of Corpus Christi Authority.

25 After the presentations, you will be

1 provided with the opportunity to speak directly
2 to the project team. If you did not sign up to
3 speak when you registered for today's meeting,
4 you may do so at any time during the meeting by
5 using the raise hand feature located at the
6 bottom of the WebEx participant list. Please see
7 the screen for additional instructions about
8 using the raise hand feature through WebEx.
9 Please note that you must access the WebEx portal
10 online to sign up to speak today.

11 Speakers will be called on to provide
12 comments in the order in which they have signed
13 up. We will announce upcoming speakers in groups
14 of five, so you are aware of when you will be
15 called to speak.

16 For individuals who have only called in
17 through the phone line, you have the option to
18 submit written comments through mail, online
19 through the project website, and by texting or
20 calling the project phone number, (855) 680-0455.
21 I repeat, that number is (855) 680-0455.

22 We will now begin the presentation
23 portion of the meeting with opening remarks from
24 Colonel Timothy Vail, Commander of the U.S. Army
25 Corps of Engineers District.

1 COLONEL VAIL: Hello. I'm Colonel
2 Timothy Vail, Commander of the Galveston District
3 for the U.S. Army Corps of Engineers. Welcome to
4 today's scoping meeting, the Department of the
5 Army's Permit SWG 2019 00067, to deepen the
6 Corpus Christi Ship Channel.

7 Particularly as we respond to COVID,
8 it's important to emphasize the critical role the
9 public plays in this permitting process and that
10 Corps values your attendance here today as we
11 consider this application.

12 The Port of Corpus Christi Authority is
13 proposing to deepen a 14-mile stretch of the
14 existing Corpus Christi Ship Channel in order to
15 accommodate fully-laden, Very Large Crude
16 Carriers that draft approximately 70 feet. The
17 Army Corps of Engineers is neither a proponent
18 nor an opponent of this project. We will
19 ultimately decide if the proposed project is not
20 contrary to the public's best interest.

21 In order to make that decision, we must
22 gather as much information as possible within an
23 appropriate permitting time period. This meeting
24 will give individuals the opportunity to comment
25 on the scope of the environmental impact

1 statement, or EIS, for the proposed project, and
2 all comments become part of the official record.

3 After the Port of Corpus Christi
4 Authority provides a brief description of the
5 proposed project, we will provide an overview of
6 the Department of the Army permit procedure and
7 the National Environmental Policy Act process.
8 Then we'll begin calling on the individuals who
9 signed up in advance to submit their comments.

10 Today's meeting is not a vote for or
11 against this project. It's an opportunity for
12 you to comment on the types of information that
13 should be evaluated to develop the scope of the
14 environmental impact statement. In determining
15 the scope of the environmental impact statement
16 and evaluation of the permit application, we will
17 be considering all relevant factors identified
18 during scoping and in response to the public
19 notice, including the needs and welfare of the
20 people and the project's impact on fish and
21 wildlife, historic properties, fisheries,
22 economic activity, navigation, safety and
23 recreational use.

24 As both a Texan and the Commander of the
25 Galveston District, I'd like to thank you for

1 participating in this process by attending this
2 meeting. The information and issues identified
3 during this meeting, along with the information
4 and issues provided in written comments, will all
5 be considered in the determination and the scope
6 of the EIS and subsequent evaluation of the
7 permit application.

8 MR. HUDSON: Thank you, Colonel Vail.
9 We will now proceed with the Port of Corpus
10 Christi Authority Channel Deepening Project
11 presentation, describing the proposed project.

12 (Recording played)

13 NARRATOR: Hello. Thank you for
14 taking the time to learn more about the Port of
15 Corpus Christi Authority's, or PCCA's, channel
16 deepening project. This presentation will
17 provide a brief overview of the project including
18 the purpose, engineering design considerations,
19 and completed and ongoing studies to support the
20 project.

21 As the Energy Port of the Americas,
22 the Port of Corpus Christi Authority is an
23 independent political subdivision governed by
24 seven commissioners. The Port develops property
25 and leases it to support energy trade in the

1 global market.

2 To give national perspective to the
3 size of the Port of Corpus Christi, if the Port
4 were a state, it would rank seventh in industrial
5 investment in terms of total capital expenses at
6 \$54 billion.

7 The Port of Corpus Christi Authority
8 is requesting permit authorization from the U.S.
9 Army Corps of Engineers, known as USACE, to
10 conduct dredge and fill activities to deepen a
11 portion of the existing Corpus Christi Ship
12 Channel as well as a 5.5 mile extension of the
13 ship channel to the natural minus 80 foot
14 bathometric contour in the Gulf of Mexico. The
15 project would deepen the channel from the western
16 portion of Harbor Island into the Gulf of Mexico,
17 an overall distance of approximately 13.8 miles.
18 The proposed project channel limits are shown
19 here in yellow.

20 The Port of Corpus Christi's
21 economic impact for the state of Texas is \$19
22 billion, providing over 98,000 jobs in the region
23 and generating \$446 million in local and state
24 taxes. This channel deepening project is
25 expected to have a \$257 million economic impact.

1 The Port of Corpus Christi has
2 implemented an environmental policy which was
3 adopted by the Port Commission in 2016. This
4 policy serves to ensure growth in a responsible
5 and sustainable manner. Every project or
6 operation is evaluated against this policy to
7 ensure it meets all five precepts. This project
8 is no exception, and you will note throughout
9 this presentation how different aspects of the
10 project have been developed supporting these
11 precepts.

12 The Port of Corpus Christi's
13 proximity to Texas shale plays combined with the
14 current and forecasted port infrastructure, make
15 the Port an attractive location for efficiently
16 exporting crude oil by Very Large Crude Carriers,
17 also known as VLCCs.

18 Exports have quintupled since 2017
19 and are projected to triple again by 2030. The
20 project is needed to accommodate the transit of
21 fully-laden VLCCs that have a draft of
22 approximately 70 feet. The deepening activities
23 would be completed within the footprint of the
24 authorized Corpus Christi Ship Channel width.
25 The proposed project does not include widening of

1 the channel, however, some minor incidental
2 widening of the channel slopes is expected to
3 meet side slope requirements and to maintain the
4 stability of the channel. This will also
5 minimize environmental impacts.

6 Dredged material removed from the
7 channel will be used to restore shorelines,
8 create aquatic habitats, and protect eroding
9 shorelines and seagrass habitats. The project
10 will also reduce the number of lightering vessels
11 traveling in and out of the port, effectively
12 lowering emissions and reducing operational risks
13 of crude transfers that are currently occurring
14 outside of the Port.

15 This is a depiction of the process
16 utilized by large tankers to load crude oil when
17 calling at the Port of Corpus Christi. The
18 existing channel depth requires crude carriers to
19 depart partially loaded from the Port, or that
20 VLCCs remain offshore while smaller tankers
21 transfer their cargo to the larger VLCCs from
22 inshore, a process known as reverse lightering.

23 The inefficiency of this process is
24 compounded when some of these smaller vessels,
25 Suezmax vessels for instance, being used in the

1 lightering process, are also not fully loaded
2 while traversing the channel.

3 As exports increase, the number of
4 lightering vessels and carriers will also
5 increase, adding to shipping delays and
6 congestion, which will affect all industries.
7 These delays and congestion will increase the
8 cost of transportation, which in turn will
9 increase the cost of crude oil, with the ultimate
10 consequence of making U.S. crude oil less
11 competitive in the global market.

12 Deepening the channel will allow for
13 the VLCCs to travel in and out of the port fully
14 loaded, ultimately allowing for more efficient
15 movement of U.S.-produced crude oil, and meeting
16 current and forecasted demand in support of
17 national energy security and national trade
18 objectives. The reduction in the number of
19 vessel trips will lower costs, man hours,
20 operational risks, and air emissions.

21 The dimensions of the design vessel
22 play an important role in determining the depth
23 of the proposed channel. The analysis included
24 the three largest classes of liquid-bulk crude
25 oil tankers from the current worldwide fleet, as

1 well as vessels on order to be constructed. The
2 selected vessel design, known as VLCCs, represent
3 32 percent of the current number of crude
4 vessels, and 54 percent by dead weight tonnage.
5 VLCCs also represent 45 percent of the current
6 order book for crude carriers.

7 The typical VLCC vessel size has
8 been extremely stable in the past 25 years.
9 Therefore, significant change in size in the
10 foreseeable future is not expected. You can see
11 here the average dimensions of the 99th
12 percentile vessel, with the draft based on West
13 Texas intermediate crude oil density values.
14 These values were selected for the project study
15 to determine the minimum channel dimensions for
16 the proposed channel deepening.

17 Here is a concise summary of the
18 current authorized channel depths and widths
19 compared to the proposed project channel depths
20 and widths. As previously discussed, the
21 deepened channel design was based on the 99th
22 percentile of VLCC vessel characteristics. Those
23 characteristics, in conjunction with design
24 factors such as currents, wind, wave effects,
25 ship speed, navigational traffic patterns, and

1 ship maneuverability, were used to determine the
2 optimal channel depths and widths. The study on
3 the optimal depth and width applied the design
4 characteristics of the World Association for
5 Waterborne Transport Infrastructure, known as
6 PIANC, and Army Corps of Engineers guidelines for
7 channels, to calculate the channel depths and
8 widths as shown in the table.

9 PIANC is a global organization that
10 has been providing guidance and technical advice
11 for sustainable waterborne transportation
12 infrastructure to ports, marinas, and waterways
13 since 1885.

14 Both one-way and two-way vessel
15 traffic designs were considered. One-way traffic
16 was ultimately decided upon to reduce the amount
17 of dredging needed for the proposed project and
18 reduce future channel maintenance dredging
19 volumes.

20 Portions of the channel have been
21 divided into segments, depending on the referred
22 design channel depths, widths, and slopes.
23 Segments 1 and 2 will be excavated to minus 77
24 feet of the mean lower low water level, or MLLW,
25 while segments 3 through 6 will be deepened from

1 the currently authorized depth of minus 54 feet
2 MLLW to minus 75 feet MLLW.

3 Segment 1, referred to as the outer
4 channel, is the new entrance channel extension to
5 the existing minus-80-foot bathometric contour in
6 the Gulf of Mexico.

7 Segment 2 continues inbound,
8 deepening the existing authorized minus-56-foot
9 channel to the same proposed dimensions as the
10 outer channel.

11 Segments 3 through 6 are the inbound
12 portions of work encompassing the Harbor Island
13 transition flair, Harbor Island junction, and
14 inner Corpus Christi channel.

15 A breakdown of anticipated new work
16 dredging volumes by segment is displayed here.
17 The design depths do not include the additional
18 two feet of advanced maintenance dredging and two
19 feet of overdredge allowance. However, the total
20 dredge volume by segment does include the
21 advanced maintenance and overdredge allowance
22 volumes.

23 As shown in the last row, the total
24 estimated dredge volume from the channel
25 deepening project is just under 42 million cubic

1 yards.

2 The dredged material management
3 plan, or DMMP, should consider the most cost-
4 effective and implementable alternatives that
5 weigh economics, engineering, and the
6 environment. Agency and public input was used to
7 develop the DMMP, which included using existing
8 placement areas, beneficial use sites, and ocean-
9 dredged material disposal site known as ODMDS.
10 Wherever feasible, environmental impacts to
11 existing oyster habitats, seagrass, wetlands, and
12 other ecosystems was avoided.

13 The DMMP for the project proposes a
14 series of existing upland placement areas and new
15 and existing beneficial use sites to optimize the
16 use of the new work dredged materials as much as
17 possible. Specifically the material will be used
18 to expand upland placement areas and beneficial
19 use sites as well as address shoreline repair
20 needs within Redfish Bay, Corpus Christi Bay, and
21 the Gulf of Mexico in the vicinity of the
22 channel.

23 13.8 million cubic yards of dredged
24 material are planned to be placed in the new work
25 ODMDS located approximately 3.4 miles offshore.

1 The material is mostly comprised of non-
2 structural clays which are not beneficial for
3 construction of berms or dikes. Preliminary
4 modeling using USACE's MP Fate modeling confirms
5 that there is enough capacity within the ODMDS
6 for disposal of the entire 13.8 million cubic
7 yards without exceeding the limiting mounding
8 height of 11 feet within the ODMDS.

9 The planning effort focused on
10 existing placement areas and beneficial use sites
11 as new upland placement opportunities are
12 limited. As mentioned, the initial beneficial
13 use concepts were generated by considering
14 existing agency restoration plans such as the
15 Texas General Land Office's Texas Coastal
16 Resiliency Master Plan, storm damage caused by
17 Hurricane Harvey, and beneficial use features
18 implemented elsewhere on the Gulf Coast.

19 Input was also gathered from
20 federal, state, and local resource agencies, and
21 used to help shape the direction of the DMMP.
22 Thirteen initiatives were ultimately decided on,
23 eleven of which were beneficial-use features
24 aimed to achieve a variety of shoreline
25 restoration, land loss restorations, marsh cell

1 expansion, and gulf-side shoreline initiatives.

2 The figure shown here summarizes the
3 placement areas included in the DMMP. Green
4 areas create and restore estuarine, aquatic, and
5 marsh habitats, and provide beach and dune
6 renourishment on the gulf side. Yellow areas
7 expand and repair existing placement areas,
8 restore eroded shorelines or provide protection
9 to seagrass areas.

10 The feeder berms, shown in blue,
11 offshore of San Jose Island and Mustang Island,
12 will nourish beach shorelines through the natural
13 sediment transport process.

14 Preliminary modeling was performed
15 to determine impacts on hydrodynamics, salinity,
16 shoaling and vessel wake, and ODMDS capacity as a
17 result of the proposed channel deepening. A
18 desktop study of cultural resources was conducted
19 along with wetland delineations and seagrass
20 surveys for placement options within the bay.
21 Tidal increases were observed to have a minimal
22 impact on the tidal range for the area, logging
23 in at less than an inch in Redfish Bay and less
24 than a half inch in Aransas Copano, Corpus
25 Christi, and Nueces bays.

1 Velocity changes were considered
2 negligible, as it represents 12 percent on
3 average speeds and 14 percent on peak speeds.
4 Shoaling analysis concluded an increase of
5 399,000 cubic yards of maintenance material
6 entering the channel system per year. This will
7 result in a maintenance dredging cycle frequency
8 increase from once every 2.5 years to once every
9 1.9 years.

10 Using the Delft3D modeling system,
11 the maximum salinity impact would still register
12 within the optimum salinity ranges for some of
13 the most prolific aquatic flora and fauna,
14 resulting in no negative impacts to these
15 species.

16 A ship simulation study was
17 performed by the Aransas-Corpus Christi pilots to
18 evaluate the feasibility of the channel
19 expansion, identify optimum channel dimensions
20 for safe and efficient operations, and to
21 determine any operation constraints that might be
22 required for safe operation. The simulation
23 confirmed the validity of the proposed design for
24 the approach channel and the inner channel.

25 Vessel wake studies showed reduced

1 sediment mobilization along adjoined shorelines
2 due to the reduced number of vessel transits per
3 year, from 792 to 528 as a result of the channel
4 deepening.

5 Wetland delineation surveys and
6 field work were performed to determine the
7 acreage of existing wetland ecosystems and
8 natural seagrass habitats within the proposed
9 placement sites. Adverse impacts are expected on
10 approximately 244 acres of delineated wetlands.

11 Wetlands that are distributed as a
12 result of placement operations will be replaced
13 in kind. The proposed restoration of the DMMP
14 provides for approximately 1100 acres of restored
15 aquatic habitat which greatly exceeds the actual
16 adverse impacts of 244 acres. A preliminary
17 report has been submitted to the U.S. Army Corps
18 of Engineers, and the Port of Corpus Christi
19 Authority is looking forward to consulting with
20 the state historic preservation officer on
21 additional studies.

22 The Port will continue to study this
23 proposed project to ensure the most informed
24 design. A passing vessel analysis is in process
25 and further ship simulations are anticipated for

1 mid-June to potentially reduce the channel width
2 in the inner channel and to study effects of
3 further 3-D current modeling when applied to the
4 simulation.

5 The Port of Corpus Christi Authority
6 is actively working with the U.S. Environmental
7 Protection Agency and the U.S. Army Corps of
8 Engineers to refine the sampling and analysis
9 plan for material testing related to ODMDS
10 approval. Design of the most effective placement
11 template for beach re-nourishment is ongoing with
12 continued analysis of channel material for sand
13 placement to best mimic that of native beach
14 materials.

15 Feeder berms offshore of San Jose
16 Island and Mustang Island are still being
17 evaluated for sizing and location to maximize the
18 amount of material contributed to beaches as a
19 result of the natural sediment transport process.

20 Thank you for taking the time to
21 learn more about the Port of Corpus Christi
22 Authority's channel deepening project. This
23 concludes the presentation.

24 (Recording stopped)

25 MR. HUDSON: Thank you. As a reminder,

1 if you have not registered to speak during the
2 meeting today and would like to, you may do so at
3 any time by using the raise hand feature located
4 at the bottom of the WebEx participant list.
5 Please note that you must access the WebEx portal
6 online if you signed up to speak tonight.

7 And now, we will provide information
8 about the U.S. Army Corps of Engineers EIS
9 process, including the purpose and need,
10 potential project alternatives, as well as an
11 overview of the known environmental concerns.

12 (Recording played)

13 MR. HUDSON: Hello. My name is
14 Jayson Hudson, and I am the Corps Regulatory
15 Project Manager for the Port of Corpus Christi
16 Authority's channel deepening EIS. I will
17 present to you an overview of the Corps EIS
18 process and the results of our early scoping for
19 the channel deepening EIS.

20 The objectives of my presentation
21 are to provide you an overview of the relevant
22 laws, introduce the Corps project team, and
23 describe some of the content of the EIS as well
24 as some of the alternatives and environmental
25 concerns that have been identified.

1 The Port Authority's permit
2 application is subject to Sections 10 and 14 of
3 the Rivers and Harbors Act, Section 404 of the
4 Clean Water Act, Section 103 of the Marine
5 Protection Research and Sanctuaries Act, Title 41
6 of the Fixing America's Surface Transportation,
7 or FAST, Act, and Executive Order 13807.

8 The project must also be coordinated
9 with state and federal agencies pursuant to
10 Section 401 of the Clean Water Act, the Coastal
11 Zone Management Act, the Endangered Species Act,
12 the Magnuson-Stevens Fishery Conservation and
13 Management Act, and the National Historic
14 Preservation Act.

15 Title 41 of FAST, often referred to
16 as FAST41, standardizes interagency consultation
17 and coordination practices and requires that a
18 schedule for these practices be established and
19 published on the federal Permitting Improvement
20 Steering Council permit performance website.

21 Executive Order 13807 requires
22 federal agencies to process environmental reviews
23 and authorization decisions for major
24 infrastructure projects as one federal decision.
25 That means that all federal agencies with review

1 responsibilities for major infrastructure
2 projects must develop a single EIS and sign a
3 single record of decision, or ROD.

4 The EIS team is comprised of the
5 Corps as the lead federal agency, with the
6 Environmental Protection Agency, the National
7 Marine Fisheries Service, the U.S. Coast Guard,
8 and the U.S. Fish and Wildlife Service as
9 cooperating agencies in the development of the
10 EIS.

11 Several state agencies, including
12 the Texas Commission on Environmental Quality,
13 Texas Parks and Wildlife Department, Texas
14 Historical Commission, and Texas General Land
15 Office are also participating or commenting on
16 the development of the EIS.

17 The Environmental Impact Statement
18 contractor is Freese and Nichols, Incorporated,
19 and the applicant is the Port of Corpus Christi
20 Authority.

21 Due to limited resources, the Corps
22 regulatory program utilizes a third-party
23 contractor process to develop an EIS. In this
24 process, the lead federal agency, applicant, and
25 environmental consultant enter into an agreement

1 where the applicant contracts and pays for the
2 environmental consultant who prepares the EIS
3 under the direction of the Corps.

4 As you can see in the diagram, the
5 Corps directs the environmental consultant on the
6 development of the EIS independent of the
7 applicant. It's important to emphasize that
8 ultimately, the Corps is responsible for the
9 development and content of the EIS.

10 Here we have a timeline of major
11 milestones for this project. The Port Authority
12 submitted their application on January 7th of
13 2019, and the Corps concluded an EIS would be
14 required in March. Subsequent to that, the
15 project was designated a FAST41 project in June
16 of 2019 and initial public notice was published
17 in August.

18 After coordinating with the
19 cooperating agencies, the Corps developed a
20 purpose and need for the project in March of
21 2020, which we will discuss later in the
22 presentation. The notice of intent to develop
23 the EIS was published in April of 2020.

24 The draft EIS is scheduled to be
25 provided to the public in March of 2021, with a

1 public hearing and comment period in March and
2 April of the same year. The final EIS is
3 scheduled to be provided to the public in January
4 of 2022, followed by a permit decision which will
5 be documented in a record of decision in April of
6 2022.

7 This EIS flowchart shows the
8 sequential process for developing and publishing
9 an EIS. We are currently in the scoping stage of
10 the EIS, where we are soliciting your input. The
11 information and issues identified during scoping,
12 along with the information and issues provided in
13 letters sent in response to the public notice,
14 and all other pertinent data, will be considered
15 in the determination of the scope of the EIS and
16 the subsequent permit decision which is
17 documented in a record of decision.

18 The scoping process is an integral
19 step in the development of an EIS, with the
20 overall goal of defining the scope of issues to
21 be addressed in-depth in the analysis. The
22 scoping process helps the Corps identify people
23 and organizations that may be affected or have
24 interest in the project, as well as identifying
25 the roles and responsibilities of state and

1 federal agencies.

2 The scoping process also helps
3 identify significant issues that may have not
4 already been identified, as well as eliminate
5 issues that will not be significant or have
6 already been addressed. The scoping process can
7 also aid the identification and gaps in data and
8 information as well as identify related studies
9 that may be applicable.

10 Listed here are the typical sections
11 of an EIS. The first chapter will provide an
12 introduction to the project and the Corps' stated
13 purpose and need for the project.

14 The second chapter describes the
15 alternatives to the applicant's proposed project
16 and the subsequent chapters assess the impacts of
17 all of the alternatives evaluated. The
18 assessments will cover a wide range of
19 environmental impacts including the cumulative
20 impacts.

21 In addition, studies that support
22 the analysis will be provided in the appendices
23 of the EIS. This may include, but not limited
24 to, ocean dredged material disposal site
25 analysis, Endangered Species Act assessments,

1 cultural resource studies, hydrology and
2 hydraulic studies, as well as compensatory
3 mitigation plans.

4 The Corps is required by regulation
5 to restate the purpose for the project from the
6 public interest perspective. The Corps, after
7 coordinating with cooperating agencies, developed
8 two purpose statements: a basic purpose and an
9 overall purpose.

10 The basic purpose is developed to
11 determine if a project requires siting in or
12 proximity to a special aquatic site such as
13 wetlands and seagrasses. Based on the Corps'
14 basic project purpose, shown here, the project
15 was determined not to require siting in or
16 proximity to a special aquatic site such as
17 wetlands and seagrasses. Therefore, it is
18 presumed that an alternative that does not affect
19 special aquatic sites is available.

20 The overall purpose is developed to
21 identify and screen alternatives to the
22 applicant's proposed project. The Corps has
23 determined that the overall project purpose from
24 the public interest perspective, is to safely,
25 efficiently, and economically export current and

1 forecasted crude oil inventories via Very Large
2 Crude Carriers, a common vessel in the world
3 fleet.

4 Crude oil is delivered via pipeline
5 from the Eagle Ford and Permian Basins to
6 multiple locations at the Port of Corpus Christi.
7 Crude oil inventories exported at the Port of
8 Corpus Christi have increased from 280,000
9 barrels per day in 2017 to 1,650,000 barrels in
10 January of 2020, with forecasts increasing to
11 4,500,000 barrels per day by 2030. Current
12 facilities require vessel lightering to fully
13 load a VLCC, which increases cost and affects
14 safety.

15 Alternatives that were identified
16 during the initial public notice, which is an
17 early scoping step, include the no action
18 alternative which in this case would be permit
19 denial; the applicant's preferred alternative; as
20 well as alternatives to the deepening of the
21 channel such as a deep-water port facility. It
22 is not uncommon in complex projects such as this
23 one to have alternatives developed for
24 subcomponents of the project: in this case,
25 alternatives to the proposed dredge material

1 placement options, such as offshore disposal,
2 beneficial use, and upland placement.

3 In addition to the alternatives that
4 were identified during the public notice, several
5 environmental concerns were raised. Many of the
6 comments received focused on impacts to wetlands
7 and seagrasses as well as threatening endangered
8 species. Additional comments were received on
9 navigation safety and recreational use of the
10 area.

11 I thank you for your interest in the
12 development of the EIS for the Port of Corpus
13 Christi Authority's channel deepening project. I
14 look forward to receiving your comments and
15 suggestions. We will be accepting scoping
16 comments through July 3, 2020. If you would like
17 to submit written comments, you may do so at the
18 mailing address or electronic email address shown
19 on your screen.

20 (Recording stopped)

21 MR. HUDSON: That concludes the
22 presentation portion of today's scoping meeting.
23 We will now begin the commenting period. As a
24 reminder, if you have not registered to speak
25 during the meeting today and would like to, you

1 may do so at any time by using the raise hand
2 feature located at the bottom of the WebEx
3 participant list.

4 Please note that you must have access to
5 the WebEx portal online to sign up and provide a
6 comment.

7 Due to the nature of today's virtual
8 meeting, the formal public commenting portion of
9 today's meeting will be conducted in the
10 following way. First, federal, state, and local
11 elected officials who wish to speak will be
12 called on to do so. Then anyone else who has
13 indicated a desire to speak will be given the
14 same opportunity. I will call on each member of
15 the public who has signed up to speak by the name
16 used during the meeting registration.

17 Each speaker will be given three minutes
18 to make their comments. When it is your turn to
19 speak, please mute your computer audio to avoid
20 feedback. A countdown timer will be displayed on
21 the meeting broadcast screen for each speaker to
22 indicate the remaining time. As your time ends,
23 please be courteous to the other members of the
24 public who wish to provide comments and quickly
25 wrap up your comments, to ensure that everyone

1 who would like to speak has the opportunity.

2 If you do not need the entire time
3 allotted, help us to include everyone by only
4 using the time you need. If you complete your
5 comments in less than three minutes, we will
6 restart the clock for the next speaker.

7 Remaining time cannot be reserved or transferred
8 to another speaker.

9 Please keep in mind that we reserve the
10 right to mute your microphone if this instruction
11 is not followed.

12 We ask that you support us in conducting
13 a respectful, orderly, and courteous meeting. We
14 want to be sure we get all of your comments
15 recorded, and we need your cooperation to do so.
16 Here are a few ground rules:

17 Since the meeting is being held
18 virtually, we will keep all participant
19 microphones muted to avoid any background noise
20 that may make the presentation difficult to hear.
21 When it is your turn to speak, Connor will notify
22 you when your microphone has been unmuted.

23 Please make sure that you have also unmuted your
24 phone device.

25 Please get as close to your microphone

1 as possible to ensure we can hear you.

2 When it's your opportunity to speak,
3 please state and spell your first and last name.

4 We will not respond today to comments
5 submitted. However, all comments made today will
6 be documented and reflected in the development of
7 the EIS.

8 Just a reminder, you may not defer your
9 time to others. The public scoping meeting will
10 adjourn no later than 7:00 p.m. today. If you
11 have additional comments that you would like to
12 submit beyond what you are able to address during
13 your comment period, please submit them in
14 writing or by calling (855) 680-0455.

15 Speakers will be called on to provide
16 comments in the order in which they have signed
17 up. We will announce upcoming speakers in groups
18 of five, so you are aware of when you will be
19 called to speak.

20 If you do not wish to provide a comment
21 today but would like to submit comments to the
22 project team, there are other ways to do so. You
23 have the option to submit comments through mail,
24 online through the project website, and by
25 texting or calling the project number, (855) 680-

1 0455. I repeat, that number is (855) 680-0455.

2 All comments received during the formal
3 commenting period through July 3rd will carry the
4 same weight as the comments submitted today. You
5 do not have to submit a comment today, and you
6 will be heard just as clearly as those who speak
7 today. Additional information about submitting
8 comments is provided on the project website.

9 We will begin with comments from public
10 officials.

11 Connor, do we have any public officials
12 that wish to provide comment today?

13 MR. STOKES: Thank you, Jayson. We do
14 not have any public officials that would like to
15 provide comment today.

16 MR. HUDSON: Okay. We will begin with
17 the public speakers.

18 Connor, who are the first five speakers?

19 MR. STOKES: Our first five speakers are
20 Cathy Fulton, James King, Kenneth Teague, Rick
21 Stockton, and Joe Kruger. We'll begin with Cathy
22 Fulton.

23 Cathy, your microphone is now unmuted,
24 and you can begin providing comments at this
25 time.

1 MS. FULTON: Yes, hello. My name is
2 Cathy Fulton, and I live in Port Aransas, Texas.
3 And I would like to say that -- I want to say
4 that Sarah Searight is here also, and Barney
5 Farley, along with Jo Ellen Kruger. So whenever
6 they come up, if you'll unmute this mic.

7 I mainly just wanted to point out that
8 at normal public meetings -- and I realize this
9 doesn't have to do with the EIS -- but at normal
10 public meetings, we would be able to see who is
11 attending. And I want to know why we are being
12 blocked from seeing everybody that's in
13 attendance. All we can see is the panel people.

14 But moving on, I would like to submit
15 that the memorandum for record by the policy
16 analysis branch that was done on March -- 7th of
17 March, 2019 with various recommendations of why
18 an EIS is required, I would like to submit that
19 that needs to be considered. Everything that's
20 in that memorandum from your department needs to
21 be submitted as part of the EIS.

22 And in particular, the issue with
23 cumulative impacts that addresses other projects
24 that have happened here, like the Lydia Ann, the
25 barge facility and then these future projects

1 like the Occidental Petroleum facility VLCC site.
2 The Buckeye Partners site that is going on right
3 now, the Moda sight that just finished up there
4 and that they're still working on, and all these
5 actually all tie in together at some point. And
6 we need to consider all those cumulative impacts.

7 And that's all I'm going to say. I've
8 already emailed comments in also. Thank you.

9 MR. STOKES: Thank you for your
10 comments. We will move along to our next
11 speakers.

12 Our next three speakers, James King,
13 Kenneth Teague, and Rick Stockton are not in
14 attendance with us today. So we will go to Jo
15 Kruger.

16 Jo, your microphone is unmuted, and you
17 can begin providing comments at this time.

18 MS. KRUGER: Okay. Jo Kruger, Port
19 Aransas, Texas. This EIS needs to include all
20 the proposed projects for this area, and needs to
21 use real measurements and studies, not desktop
22 calculations and modeling. It needs to establish
23 the effects of not-yet-complete 55-foot dredging
24 projects that have already caused increased
25 noise, light, air pollution, diesel exhaust,

1 backwash, erosion, wake damage and shipping
2 congestion, as citizens have been concerned from
3 the time this project was first proposed.

4 The EIS should also include the safety
5 issues that are already manifesting since the 55-
6 foot project began: the barge groundings; the
7 barge drowning; tankers losing steering and near-
8 collision with the TxDOT ferry carrying
9 passengers and automobiles.

10 An oil spill accident in the narrow
11 channel entering this area would shut down all
12 traffic. Full attention should be paid to the
13 alternative -- alternate of an offshore monobuoy,
14 which would render this project completely
15 unnecessary.

16 Also, all these projects should be
17 cumulative and all of them should be considered
18 all together. Increased channel depth could
19 negatively affect larvae transport. Dredging and
20 trenching causes suspension of silt, clay and
21 silt and blocks light, smothering vital
22 seagrasses. These activities would impact
23 redfish, flounder, sheepshead, trout, blue crabs
24 and many more species including bird populations.

25 Also I am concerned about the dredge

1 spoil and about taking it offshore and dumping
2 it. It's such contaminated soil, and when the
3 last dredge was here and they dumped it offshore
4 it all ended back up on our beaches. And it
5 killed a lot of sea turtles, et cetera. I'm
6 really concerned about that because it really was
7 a problem.

8 Oil spills from loading operations or
9 pipelines, ruptures in neighborhoods or in
10 wetlands would be catastrophic. Emissions from
11 tugs, VLCC, daily operations and burning of
12 vapors.

13 Also, all these have occurred before --
14 all of this have occurred before the other
15 segments of the 55-foot permitted projects are
16 completed. And here is the Port of Corpus
17 Christi, they want more. They want to do an 80-
18 foot dredge which has never been done anywhere.

19 Thank you.

20 MR. STOKES: Thank you for your
21 comments. Your microphone is now placed back on
22 mute.

23 Our next five speakers are Julie
24 Plunkett, Maddie Darling, Ethel Moore, Sarah
25 Searight, and Charles Plunkett.

1 We will begin with Julie Plunkett.

2 Julie, your microphone is now unmuted
3 and you can begin providing comments at this
4 time.

5 MS. PLUNKETT: Hi. My name is Julie
6 Plunkett. Can you hear me? Hello?

7 MR. STOKES: Yes, ma'am. We can hear
8 you.

9 MS. PLUNKETT: My name is Julie
10 Plunkett and I have a house in (indiscernible).
11 And I would like to mention that the last three
12 scoping meetings have been a complete failure,
13 and I really feel that we should have a public
14 meeting. I get it. It's COVID and people want
15 social distancing. But I believe the Army Corps
16 can manage to have a meeting in Port Aransas at
17 the football field or wherever, to be able to
18 hear people who are unable to connect to a WebEx
19 or who are older and are not technical savvy.

20 So I feel like you're doing a disservice
21 because you're not hearing everybody who has
22 something valid to say, because they aren't
23 technical-savvy.

24 The other thing I would like to mention
25 is, in the Code of Federal Regulations, 33 part

1 (Audio cuts out - indiscernible) states in the
2 Part D, content of the application, all
3 activities -- and this is what the Army Corps
4 needs to be looking for when they get an
5 application for permit. All activities which the
6 applicant (indiscernible) to undertake which are
7 reasonably related to the same project and for
8 which a DA permit would be required should be
9 included in the same permit application, meaning
10 we know that the Port of Corpus Christi wants to
11 make shipping berths, and they want the dredge,
12 and all other things. And it says that the U.S.
13 Army Corps of Engineers should reject as
14 incomplete any permit application which fails to
15 comply with this requirement.

16 The fact that you are not looking at the
17 EIS in a cumulative (Audio cuts out -
18 indiscernible) affects (indiscernible) proposed
19 projects is absolutely devastating to Port
20 Aransas. You need to realize how much this can
21 affect our little town.

22 (Indiscernible) does this one
23 (indiscernible) but put all permits together and
24 then add the desalination plant and everything
25 else. I (indiscernible) and I love oil

1 (indiscernible) export the oil. However, there
2 is a safer way to do it that won't affect our
3 environment, and I think you should take it
4 offshore. Thank you.

5 MR. STOKES: Thank you for your
6 comments. Your microphone is now placed back on
7 mute.

8 Our next two speakers, Maddie Darling
9 and Ethel Moore, are not in attendance with us so
10 we will move along to Sarah Searight.

11 Sarah, your microphone is now unmuted
12 and you can begin providing comments at this
13 time.

14 MS. SEARIGHT: Hi. Sarah Searight
15 here. This is not a complete project. Dredging
16 for what? The Port has not been approved for
17 what they are planning on building. Dredging the
18 channel for a VLCC terminal will be a disruption
19 and a never-ending battle.

20 Example, North Carolina Inlet, Ocracoke
21 Inlet, Oregon Inlet, Packery Channel, all are
22 constantly trying -- constantly trying to be kept
23 -- keeping their levels at expense of the state
24 and federal. Carlon Group (phonetic) is not
25 included in this expense and they're not paying

1 the bill anymore.

2 Last year, dredging costs, light, noise,
3 air pollution in Port Aransas which I am an
4 affected person, because it was -- I'm near the
5 channel. I heard everything. I smelled
6 everything.

7 I'm handing you a U.S. Corps of
8 Engineers study on the effects of the channel
9 deepening on tide and storm surge, a case study
10 of Wilmington, North Carolina. It's not a pretty
11 picture for the estuaries or industry near the
12 channel and residents of Port Aransas.

13 So in your effects that we have here, on
14 this piece of paper, it's a study that it says
15 the amplifications in both tide, storm and surge
16 is influenced by the reduced hydraulic drag
17 caused by greater mean depths. So the deeper the
18 channel, the bigger the surge, and the more flow
19 of the water that's going to come through and
20 affect all those industries and cause pollution
21 and disaster to the estuaries and the grasses.

22 Okay. The same tropical cyclone making
23 landfall today will produce a significant larger
24 water levels than in the 19th century. Since
25 many harbors worldwide have deepened since the

1 19th century and because many locations worldwide
2 exhibit substantial trends and tide properties,
3 world (indiscernible) 2010, 2015, it's probable
4 that the secular changes in storm surge risk has
5 also occurred in other estuaries to an extent
6 related to tide changes.

7 In the future, local depth changes due
8 to accelerated sea levels, Church, et 2013, and
9 additional developments may further alter storm
10 surge characteristics of flood hazards.

11 Please take it offshore. And this was a
12 document that I pulled off the internet. Funding
13 was by the Office of Naval Research and the U.S.
14 Corps of Engineers 2015.

15 Thank you.

16 MR. STOKES: Thank you for your
17 comments. Your microphone is now placed back on
18 mute. Our next speaker is Charles Plunkett.

19 Charles, your microphone is now unmuted
20 and you can begin providing comments at this
21 time.

22 MR. PLUNKETT: Okay. Excuse me, good
23 afternoon. This is Charles Plunkett. Can you
24 hear me?

25 MR. STOKES: Yes, we can.

1 MR. PLUNKETT: Okay. So as many people
2 have already said, and I'm sure you've heard
3 before, there's only one reason for
4 (indiscernible) the channel, dredging it to 80
5 feet, and that is to service a VLCC terminal for
6 (Audio cuts out - indiscernible) Christi
7 Authority. Originally it was only going to go to
8 Harbor Island. That was a problem for them.
9 (Indiscernible) extended over to the Martin
10 Midstream property so then it couldn't be a
11 single-purpose project.

12 (Audio cuts out - indiscernible) shell
13 game with no transparency whatsoever, any notices
14 that are required for this project
15 (indiscernible) in (indiscernible) Aransas or the
16 city where it's going to be. They're posted in
17 obscure locations in (indiscernible) town, out of
18 area. They barely meet the criteria of posting
19 requirements. But it is a constant battle to
20 find out any information about what the Port's
21 trying to do.

22 So let's be clear. It's just to service
23 their oil shipping terminal that they're trying
24 to do. And what it amounts to is them trying to
25 monetize a piece of junk land that they bought

1 that is heavily polluted with hydrocarbons, and
2 which presents its own problem.

3 When they begin disturbing that oil
4 there are deed restrictions against them doing
5 that (indiscernible) of the State of Texas. When
6 they begin disturbing that, there's going to be a
7 bunch of oil (indiscernible) up in the bays and
8 estuaries from that very issue.

9 So this really is nothing (Audio cuts
10 out - indiscernible) monetize the piece of
11 (indiscernible) dirt that (indiscernible) there.
12 If it weren't about just trying to transport oil
13 and ship it out of the area, they'd be
14 (indiscernible) shore. But there's no way for
15 them to monetize that. They can't charge tolling
16 fees for the property that they own if it's
17 offshore.

18 My understanding is that the Army Corps
19 is responsible to look for the best alternative
20 (indiscernible) least environmental impact, and
21 clearly the best alternative, the one with the
22 least environmental impact, is taking it
23 offshore.

24 When you do that, you reduce all the
25 risks that people are talking about

1 (indiscernible) first of all placing an ongoing
2 financial burden on the taxpayers, having a high
3 risk of doing damage during a storm surge event
4 with another hurricane, high risk of damage to
5 the bay and marine ecosystem, posing a threat to
6 the numerous endangered species in the areas
7 (Audio cuts out - indiscernible) sea turtle,
8 piping (indiscernible) crane poses a threat to
9 humans with the noxious odors, harmful gases and
10 odors. And last, it has a serious threat to all
11 from the inevitable oil spill that will happen.
12 It's just a matter of time.

13 Just like Deer Park over in Houston,
14 it's just a matter of time before it happens.
15 (Audio cuts out - indiscernible) should be taken
16 offshore. This whole thing should be off the
17 table and we're looking to the Army Corps of
18 Engineers to determine that.

19 Thank you.

20 MR. STOKES: Thank you for your
21 comments. Your microphone has now been placed
22 back on mute.

23 Our next five speakers are John Donovan,
24 Paul Wilhite, Barney Farley, Teresa Carrillo, and
25 Margaret Sheldon.

1 We will start with John Donovan. John,
2 your microphone is unmuted and you can begin
3 providing comments at this time.

4 MR. DONOVAN: Can you hear me now?

5 MR. STOKES: Yes, we can.

6 MR. DONOVAN: Okay. My name is John
7 Donovan. I'm a director of the Port Aransas
8 Conservancy.

9 Since this is a public scoping session,
10 let's talk about scope. On February 14, 2019,
11 Robert Heinly, Chief of the Policy Analysis
12 branch of USACE Galveston, wrote to Sarah Garza
13 of the Port of Corpus Christi Authority pointing
14 out the interdependent nature of the Port's
15 application to dredge the Corpus Christi Ship
16 Channel, CCSC, to 75 to 80 feet; their
17 application to build a Harbor Island terminal
18 facility; and Access Midstream's application to
19 supply pipelines, a tank farm and adjacent
20 terminal facility.

21 Heinly concluded that, "it is clear that
22 the deepening of the CCSC and the construction of
23 the Harbor Island terminal facility are
24 interdependent and should be considered a single
25 and complete project."

1 "In addition to the Harbor Island
2 terminal facility, the Corps has received a
3 permit application from Access Midstream Holdings
4 to construct a series of pipelines and facilities
5 to transport crude oil for loading onto marine
6 transport vessels at the proposed Harbor Island
7 terminal facility.

8 "Considering that Access' proposed
9 project is designed to service single customer,
10 the Harbor Island terminal facility, the Corps
11 concluded that the proposed pipelines and
12 facilities are also interdependent with the
13 Harbor Island terminal facility and the deepened
14 channel.

15 "Considering the interdependent nature
16 of these activities in the context of the Corps'
17 federal control and responsibility, and the fact
18 that the location and configuration of all three
19 of these projects require a Department of the
20 Army permit, the Corps concluded that the permit
21 application does not represent a single and
22 complete project.

23 "The single and complete project shall
24 include the deepening of the channel;
25 construction of the Harbor Island terminal

1 facility; and the pipelines and facilities for
2 Midway tank farm facility in Taft, Texas, to the
3 Harbor Island terminal facility."

4 I urge USACE to require that the scope
5 of the environmental impact study for the Port of
6 Corpus Christi's permit application for deep
7 channel dredging be expanded to include the
8 impacts of all the proposed interconnected
9 projects for Harbor Island, including the Harbor
10 Island terminal facility and the Access Midstream
11 terminal pipelines and tank farm.

12 USACE earlier determined that this would
13 be the proper course of action. However, the
14 Port pushed back strongly and the Corps now seems
15 to have been backed -- to have backed off. I
16 don't wish to cast aspersions, but there is an
17 impression abroad that the Corps is bending over
18 backward to accommodate the Port, who we believe
19 have given the Corps \$200,000 to prepare an EIS
20 -- to help prepare.

21 We would like to see that impression put
22 to rest as the Corps' EIS is our best hope for
23 analyzing and addressing the issues that the
24 local community has raised regarding the numerous
25 planned Harbor Island projects.

1 Thank you.

2 MR. STOKES: Thank you for your
3 comments. Our next speaker, Paul Wilhite, is
4 also not in attendance with us today, so we will
5 move along to Barney Farley.

6 Barney, your microphone is now unmuted
7 and you can begin providing comments.

8 MR. FARLEY: Thank you. I'm Barney
9 Farley. I've been a resident of Port Aransas
10 since 1960. I'll repeat what some other people
11 have said, that this thing about having all these
12 three projects under one umbrella of an EIS is
13 very important. So I see it's on the table, and
14 I'll be curious to see how it shakes out.

15 Dredge material placement is somehow --
16 I have no idea what's going to happen with the
17 contaminated soil from Harbor Island. Perhaps
18 it's in writing somewhere, but that's really
19 important as to what they're going to do with
20 that contaminated soil. Now, the dredging -- we
21 talked to -- now the presentation talked about
22 hydrology and its effect. But I kind of doubt
23 that that's a set-in-stone, those findings for
24 that. We know the hydrology will be affected by
25 a deeper channel, but I don't -- I'm not sure

1 anybody knows exactly how. So I believe that
2 those effects are going to be detrimental.

3 We don't know what's going to happen in
4 a hurricane with the deeper thing. A previous
5 speaker addressed that so I don't think it's --
6 it's an exact science how that's going to affect
7 Port Aransas during a hurricane.

8 Okay. This dredging at Harbor Island
9 for the berth at Harbor Island and for the 80-
10 foot, I figure that's going to last at least a
11 solid year. And in that time, there's going to
12 be four seasons, and one entire cycle of the
13 marine life cycle take place in the middle of all
14 that dredging and everything else that's going on
15 there. Also the construction of the terminal.
16 That's a disruption to marine life. I don't care
17 what anybody says, it's a fact.

18 We know these things, you know. Okay.
19 We've seen them before and yeah, they're
20 definitely having an effect on marine life.

21 Okay. There's a desal plant proposed.
22 If that goes through I think the Corps of
23 Engineers should consider that. It's not their -
24 - their bailiwick but they should add that in as
25 a further impact later on down the line. We know

1 that those discharges are going to have an
2 effect, plus all the other desals that are
3 proposed for this area.

4 Okay. This project contributes nothing
5 to Port Aransas. There's not one thing in the
6 project that enhances our ability to have a
7 quality of life here. It doesn't enhance the
8 fishing or the birding, or the hunting or
9 anything else. It's all contra -- it's all
10 antagonistic to what we have, and we want to
11 preserve.

12 So we're asking for some help from the
13 Corps of Engineers today to do the right thing on
14 this EIS project. Thank you.

15 MR. STOKES: Thank you for your
16 comments. Your microphone is now placed back on
17 mute.

18 Our next speaker, Teresa Carrillo, is
19 not in attendance with us today so we will move
20 along to Margaret Sheldon.

21 Margaret, your microphone is now
22 unmuted. You may begin providing comments at
23 this time.

24 MS. SHELDON: Hi. My name is Maggie
25 Sheldon, and I'm a full-time resident of Port

1 Aransas.

2 I am preparing my written comments for
3 this scoping process, and among other things,
4 those comments will address concerns for the
5 health and safety of the people of Port Aransas
6 and our visitors, from environmental pollution,
7 accidents and/or attacks, and tidal flows from
8 hurricanes in the event that this channel is
9 dredged much deeper.

10 Additionally, my comments will address
11 my concerns for the economic, social, aesthetic,
12 and environmental impacts on marine life that the
13 Port's heavy industrialization plan will have on
14 my small barrier island.

15 According to this application, the
16 proposed channel deepening is needed to
17 accommodate transit of fully-laden, very large
18 crude carriers that draft approximately 70 feet.
19 There is presently no associated infrastructure
20 for a VLCC to dock and/or fully load at Harbor
21 Island.

22 As we all know, there are two pending
23 applications with the Corps to build two marine
24 terminals on either side of the ferry. The one
25 for Access Midstream has plans to accommodate

1 (indiscernible) maxes, and the other one from the
2 Port has plans to berth two VLCCs. However, both
3 of those plans including the one 245, 2019-245
4 which was recently resubmitted, only planned to
5 dredge the ship berths to 54 feet.

6 So my question is, where, exactly are
7 these VLCCs with the 70-foot draft going to
8 anchor to become fully laden? Can a 54-foot
9 berth accommodate a VLCC?

10 The applicant goes to great length to
11 talk about the benefits of fully-laden VLCCs in
12 this presentation, but never once do they state
13 where these vessels will dock and get fully
14 loaded. Why won't the applicant show us the
15 grand plan?

16 The deepening is either connected to
17 something that can accept and fully load
18 (indiscernible) VLCC or it is not. If it is
19 connected to something, like two marine terminals
20 and a desal plant, then the Port's grand plan
21 with all the components should be studied for
22 cumulative impact. If it is not connected to
23 anything, then the channel deepening project will
24 be unnecessary because it will not accomplish its
25 intended use, which is to accommodate VLCCs and

1 have them fully loaded.

2 In addition, from listening to these
3 presentation, I have two other questions. One, I
4 want to know will the ODMDS site for this plan
5 also be evaluated to see if it can accommodate
6 the dredge from the other plan placement from
7 2019-245? And this presentation that the Port
8 did, said that they did a salinity study and I
9 want to know if the salinity study that they
10 mentioned included the anticipated 96 million
11 gallons of brine that they anticipate to pump
12 into the channel on a daily basis.

13 And that's all I have. Thank you very
14 much.

15 MR. STOKES: Thank you for your
16 comments. Your microphone is now placed back on
17 mute.

18 Our next five speakers are Benjamin
19 Rhem, Kim Belato (phonetic), Kathryn Masten,
20 Crystal White, and Jane Gimler.

21 We will start with Benjamin Rhem.
22 Benjamin, your microphone is now unmuted and you
23 can begin providing comments.

24 MR. RHEM: Great. Can you hear me?

25 MR. STOKES: Yes, we can.

1 MR. RHEM: Great. Good afternoon. My
2 name is Ben Rhem. That's R-h-e-m. I'm an
3 attorney with the law firm of Jackson Walker,
4 representing the Port Aransas Conservancy. We
5 will also provide detailed written comments, but
6 I want to address some concerns now.

7 First, the channel deepening project
8 along with the Port's Harbor Island terminal
9 project and the Access Midstream pipeline and
10 terminal project must be considered a single and
11 complete project, and reviewed under a single
12 EIS.

13 The Corps is already well-aware that the
14 applicant's overall purpose is to achieve the
15 ability to load VLCCs at Harbor Island. Loading
16 VLCCs at Harbor Island can only be accomplished
17 if all three projects are approved. In fact, as
18 previously noted, the Corps has already
19 determined that these three projects are a single
20 and complete project as explained in Robert
21 Heinly's February 14, 2019 letter.

22 This determination was supported by the
23 NEPA implementation guidelines, internal policy
24 memos, and U.S. Supreme Court precedent. If the
25 Corps reverses course and allows these projects

1 to be treated as independent projects, it would
2 be an improper segmentation to divulge regulatory
3 scrutiny.

4 Federal courts have already determined
5 that manipulation -- and I quote -- "manipulation
6 of a project design to conform to a concept of
7 independent utility undermines the underlying
8 purpose of NEPA."

9 The law here is clear. Even if the
10 Corps determines that the project is not a single
11 and complete project, which they are, the Corps
12 still is required under its own NEPA procedures
13 to analyze the direct, indirect, and cumulative
14 impacts of all federal interests within the
15 purview of the NEPA statute.

16 The U.S. Supreme Court has held that
17 environmental consequences of all related pending
18 proposals must be considered together.

19 Secondly, the goal of loading VLCCs can
20 be achieved through an alternative. Instead of
21 causing significant environmental and economic
22 damage to Port Aransas, Corpus Christi, Redfish
23 Bay which is a state-designated scientific area,
24 and the surrounding region, the EIS must also
25 evaluate the merits of offshore options, the buoy

1 system, and the platform terminal system.

2 The analysis provided in the application
3 is cursory at best, and that information does not
4 allow the Corps to meet its requirements to take
5 a hard look at the impacts of the proposed
6 project and reasonable alternatives.

7 Thirdly, I want to discuss the disposal
8 of dredge materials. The proposed channel
9 deepening project will require the dredging of 46
10 million cubic yards of sand and clay which must
11 be disposed of in accordance with EPA and Corps
12 guidelines. However, the EPA has already stated
13 in its comments that the information provided by
14 the applicant does not -- and I quote -- "does
15 not sufficiently enable the Corps to make a
16 legally defensible permit decision in regard to
17 compliance with the 404(b)(1) guidelines for the
18 specification of disposal sites for dredged or
19 fill materials."

20 The permit application for all three
21 projects had to be withdrawn because applicant
22 refused to provide information requested by the
23 Corps. The applicant then attempted to segment
24 these projects to avoid the EIS, and rushed to
25 get its permits. And now the EPA notes that the

1 application is not sufficient to obtain a
2 legally-defensible permit.

3 I'm going to be done in one more
4 sentence.

5 All three applications need to go back
6 to the drawing board, provide all of the required
7 information, and be considered a single and
8 complete project so that the public has a chance
9 to meaningfully participate in the permitting
10 process.

11 Thank you.

12 MR. STOKES: Thank you for your
13 comments. Your microphone has now been placed
14 back on mute.

15 Our next speaker is Kim Belato. Kim,
16 your microphone is now unmuted and you can begin
17 providing comments.

18 MS. BELATO: Can you hear me okay?

19 MR. STOKES: You're -- you're a little
20 faint.

21 MS. BELATO: Okay. Well first, I
22 wanted to say that I do live on Copano Bay in
23 Taft, Texas. And I -- I'm going to refrain from
24 commenting on the last caller because I'm not
25 sure where they all come together or not.

1 But I do want to talk about the Port's
2 record on air quality and working with TCEQ, and
3 also the amount of vessels that will come into
4 the area. There'll be much more traffic with the
5 vessels that are going to come into the area --
6 already have it. And with the project being
7 approved, it would actually lessen the amount of
8 ships that are going to be in the area which will
9 probably reduce the ability to have potential
10 accidents and traffic as well.

11 But also, most importantly, move
12 (indiscernible) emissions as well being released
13 by having multiple ships in the area.

14 I also want to talk about, as a resident
15 there, how for me it's important to look at --
16 you know, we talk about the sea turtles and
17 protecting the wildlife and fishing. But when we
18 talk about going to an offshore terminal, that's
19 fine if you want to get into that discussion.
20 However, why are sea turtles in Port A more
21 important than sea turtles out offshore?

22 And so my point is, is that I think that
23 all sea turtles are important, and I think we
24 need to look at the partner that we are trying to
25 work with more than the project.

1 When we look at the Port, who is also a
2 government agency, we would believe looking at
3 their past record that they are going to work
4 with other agencies to the letter of what they
5 need to be in compliance with.

6 If the Port should sell, for some
7 reason, that property because they just deem that
8 it's too much work, they don't want us to move in
9 (indiscernible) Port A, what happens if they sell
10 that property to maybe another company that
11 doesn't have the track record that the Port of
12 Corpus Christi does. What happens to it then,
13 when you have a company that purchases and
14 they're outside of the United States, and they
15 really don't care about what's happening in Port
16 (indiscernible).

17 My point is, is that maybe there's some
18 common ground to try to figure out how do we
19 accept the Port going here, and looking at them
20 being a good partner and trying to roll up our
21 sleeves and working together. Because with
22 what's happening in the area, oil and gas is
23 going to continue and the Port of Corpus Christi
24 and the whole entire region needs this oil and
25 gas. I've heard many residents say they're not

1 against oil and gas, and I'm so happy to hear
2 that, because we need it in the region and it's
3 going to happen.

4 But now, it's more of, you're not going
5 to stop the progress. It's now, who do we want
6 to partner with? And I'm sorry but the Port of
7 Corpus Christi to me is the best partner we could
8 be looking for. And they do bring -- a caller
9 said there is nothing for them in Port A to get
10 out of it. That is not true at all. There will
11 be a lot of economic impact to Port A and the
12 region, and we need to stop thinking about, it's
13 just Port A. It's actually the coastal bend
14 region.

15 That's my comments. Thank you.

16 MR. STOKES: Thank you for your
17 comments. Your microphone has now been placed
18 back on mute.

19 Our next speaker is Kathryn Masten.
20 Kathryn, your microphone is now unmuted and you
21 can begin providing comments.

22 MS. MASTEN: Can you hear me okay?

23 MR. STOKES: Yes, ma'am.

24 MS. MASTEN: My name is Kathryn Masten
25 and I live in Ingleside on the Bay.

1 This EIS needs to take into account the
2 following known impacts from deepening ship
3 channels around the world over the last 150
4 years: higher tides and increased tidal range;
5 increased height of storm surge; increased
6 frequency of nuisance flooding; increased inland
7 flooding, which was a surprise to me; salinity
8 intrusion into bays, inland waterways, and
9 groundwater sources; increased sediment
10 concentration due to dredging.

11 Using historical data from the National
12 Archives, Dr. Stephen Tawk (phonetic) of Portland
13 State University has modeled why ecological
14 disasters have occurred in the areas like
15 Wilmington, North Carolina, which was mentioned
16 earlier, and the Ems River estuary bordering the
17 Netherlands and Germany, he concluded that
18 deepening ship channels over time causes dramatic
19 changes in estuary hydrodynamics.

20 Here are just two quotes from the
21 Smithsonian Magazine in 2018.

22 "As container ships have grown ever
23 larger, ports worldwide have dredged channels
24 ever deeper, to 50 feet or more for the ports of
25 New York, Baltimore, Norfolk, Charleston and

1 Miami. Feasibility studies for those projects,
2 including analyses by the Army Corps of
3 Engineers, examine the economic prospects and
4 some of the environmental impacts, but have
5 dismissed the effect of channel deepening on the
6 tide changes, flooding, and storm surge. Over
7 more than -- more than a century time frame we
8 have greatly altered the underwater topography of
9 our harbors and estuaries.

10 "We have literally moved mountains of
11 dirt, exploded sea mounts, straightened valleys
12 and created superhighways for superlatively large
13 ships. These alterations to our harbors are
14 ubiquitous worldwide with effects that we haven't
15 fully considered or even mapped out, in many
16 cases."

17 Some of us are preparing grant proposals
18 for flood mitigation funding through the General
19 Land Office, FEMA, and others, to protect the
20 coastal bend from flooding and storm surge.
21 These effects will likely be futile against an
22 80-foot deep cannon blasting the saltwater ocean
23 into our bays in the next hurricane. Redfish
24 Bay, Corpus Christi Bay, all are part of an
25 estuary system that doesn't just protect the

1 wildlife. It protects the human inhabitants and
2 industries both alongside and inland from the
3 coast.

4 The Corps needs to bring in the right
5 scientists, such as Dr. Tawk, to do the right
6 studies.

7 Also, the deadline for comments should
8 be extended to accommodate face-to-face meetings
9 in the coastal communities of the coastal bend
10 including Port Aransas and Ingleside on the Bay,
11 and there should be opportunities for Q&A and to
12 review some of the studies ahead of time,
13 particularly on the subjects that I mentioned,
14 but on many more. So if you could make those
15 available, that would be great.

16 Thank you.

17 MR. STOKES: Thank you for your
18 comments. Your microphone has now been placed
19 back on mute. Our next speaker, Crystal White,
20 is not in attendance with us today so we will
21 move along to Jane Gimler.

22 Your microphone is now unmuted and you
23 can begin providing comments.

24 MS. GIMLER: Actually, Crystal White is
25 with me, so can I have her speak first?

1 MR. STOKES: Absolutely.

2 MS. WHITE: Hi. My name is Crystal
3 White. I am a longtime resident of San Pat
4 County and have been involved in our local
5 community and I come from the energy industry as
6 well, born and raised here. And I have seen and
7 experienced the Port's history with keeping their
8 community at their best interest with
9 environmental efforts, with getting their local
10 industries involved, especially when it comes to
11 their environmental -- environmental initiatives,
12 and -- which I know this community truly
13 appreciates.

14 And also, I just want to talk about the
15 job creation. Just being a young citizen, how
16 important that is to keep our local graduates
17 here. Because if we do not have this essential
18 infrastructure set up, which is definitely needed
19 by the supply and demand, they will be going to
20 other, larger cities and moving away. And this
21 is a great opportunity because I'm going to
22 expand on Kim's earlier statements that the
23 partnership with the Port is exactly what this
24 project needs because of the value that they put
25 on the environment through these large projects.

1 And then also, I am a citizen in Sinton,
2 and we have a very similar project going on with
3 the country's third-largest steel mill. And we
4 chose them to come to our community because of
5 their longstanding efforts to adhere to the
6 environmental regulations and that is a very big
7 mission of theirs through all of their assets
8 throughout the country. And so the job creation
9 that they are providing for our local economy and
10 the surrounding areas is -- is very important for
11 the growth, for our local community and our
12 future generations.

13 And so I just come on behalf of a
14 citizen and the growth of this project and its
15 true benefits and what it's going to do for many
16 future generations, and definitely keeping the
17 wildlife as a very high priority. If anyone will
18 do that, the Port's commitment is top compared to
19 other potential investors that do not have our
20 best interests at heart.

21 Thank you very much for your time. I
22 appreciate it.

23 MR. STOKES: Thank you for your
24 comments.

25 Ms. Gimler, you can begin providing

1 comments when you're ready.

2 MS. GIMLER: Thank you. My name is
3 Jane Gimler, president and CEO of the Associated
4 Builders and Contractors, the Texas Coastal Bend
5 chapter. I also am a resident here in Nueces
6 County. I came from San Patricio recently.

7 Just want to express today that our
8 association supports this project, and we support
9 several of our members that will be and have been
10 working on this process with the Port of Corpus
11 Christi.

12 This project is so important to the
13 entire coastal bend, with creations of jobs and
14 in return create a big economic impact for our
15 area. We look forward to the growth, not only
16 for the coastal bend, but for our members as
17 well.

18 We also believe in the Port of Corpus
19 Christi's track record on the environmental
20 safety. They have been leaders in complying with
21 the environmental rules and regulations, and that
22 we appreciate and we support.

23 And that's -- thank you for your time
24 today and thank you for allowing me to make my
25 comments. Thank you.

1 MR. STOKES: Thank you for your
2 comments. Your microphone has now been placed
3 back on mute.

4 Our next three speakers, at this time we
5 have only three speakers left, are Kimberly
6 Smith, Britney Hardy, and we'll circle back to
7 Kenneth Teague.

8 Looks like Kimberly Smith is no longer
9 in attendance today so we'll move along to
10 Britney Hardy. Britney, your microphone is
11 unmuted and you can begin providing comments.

12 MS. HARDY: Hi. Can you hear me?

13 MR. STOKES: Yes. We can hear you.

14 MS. HARDY: Thanks. I wanted to
15 comment on the purpose for this project. In
16 scoping, the Corps said that -- quoted the
17 purpose of this project as being the need to
18 export increasing amounts of oil. And I wanted
19 to ensure that the Corps takes into account the
20 current projections of oil production and
21 development, which are much different than what
22 the agency is -- has shown in its presentation.

23 In May, the Energy Information Agency
24 projected that production is going to sharply
25 fall to only 11.7 million barrels a day in 2020.

1 And in 2021 it would fall further, to 10.9
2 million barrels a day.

3 The S&P Global Platts show that U.S.
4 exports could drop from around 4 million barrels
5 a day that were taking place in February 2020, to
6 as low as 2.7 million barrels a day in December
7 2021 due to the current COVID situation and
8 changes in the oil markets.

9 It's important that the Corps takes into
10 account these critical differences, because there
11 may be no reason at all to dredge the port if
12 there is going to be no need for additional
13 exports. And if there's no reason to dredge,
14 there's no reason to put these critical
15 ecosystems, species, and humans at risk for a
16 project that is going to serve no purpose.

17 Thank you so much for your time.

18 MR. STOKES: Thank you for your
19 comments. Your microphone is now back on mute.

20 Our next speaker is Kenneth Teague.
21 Kenneth, your microphone is now unmuted and you
22 can begin providing comments.

23 MR. TEAGUE: Can you hear me?

24 MR. STOKES: Yes. We can hear you.

25 MR. TEAGUE: Okay. I want to supplement

1 my previous verbal and written commitment --
2 comments -- with some additional comments.

3 First and foremost, I want to bring up
4 the issue of cost/benefit analysis, which is
5 important in NEPA. And I want to emphasize the
6 importance of properly taking into account the
7 infinite loss of future ecosystem services that
8 probably will occur with this project. And
9 that's important, and it's subtle, because
10 traditionally, traditional economic and
11 cost/benefit analysis doesn't do that. But
12 there's been a lot of work in the last 20 years
13 on this, and I know the Corps knows all about it.

14 So just make sure you properly account
15 for the loss of natural capital, the loss of
16 ecosystem services, because once those are gone a
17 lot of times they're gone forever. And they're
18 not gone for 20 years like a typical project
19 lifespan. They are gone forever. And that's a
20 very, very important concept.

21 Secondly, let's see. The issues -- in
22 the case of -- if you properly deal with the
23 single and complete project issue, there are two
24 other projects then that have to be considered in
25 the EIS. And just a couple of the really

1 critical issues in those other two projects that
2 aren't currently reflected in this scoping
3 process. One is this proposal to dispose of
4 dredge material from Harbor Island in the ODMDS
5 without having properly sampled it. It's
6 outrageous. We need to look at it very
7 carefully. It's probably illegal, and anyway, it
8 needs to be in the EIS. And the data, the proper
9 data, the correctly-sampled data, need to be
10 there for people to review and comment on.

11 The second thing is, on the Access
12 Midstream, the pipeline alignment alternatives
13 should be considered that would not have the
14 pipelines running through the seagrass beds.
15 There are other ways you could run those
16 pipelines, and those alternatives absolutely must
17 be considered.

18 Three, cumulative impacts. Other people
19 have touched on that. I had previously touched
20 on it. It's extremely important to this EIS.
21 There are so many things going on in this
22 ecosystem. They all need to be captured under
23 the cumulative impacts assessment for this EIS.
24 And cumulative impact assessment is almost never
25 done correctly. Please get it right.

1 Thank you.

2 MR. STOKES: Thank you for your
3 comments. Your microphone has now been placed
4 back on mute.

5 Jayson, at this time, that concludes our
6 list of registered speakers, and I see no
7 additional hands raised.

8 MR. HUDSON: Thank you, Connor. Now
9 that we've gone through all the commenters who
10 signed up, the formal comment period for tonight
11 is closed. Thank you for your participation.

12 All statements placed in the record
13 will be given consideration. It should be noted
14 that comments on the proposed project can be
15 submitted at any time during the NEPA process,
16 but only those submitted during this and the
17 previous formal scoping periods will be included
18 in the summary reports and will be guaranteed to
19 be addressed in the final environmental impact
20 statement.

21 Thank you again for your participation
22 today and your interest that you have shown in
23 the proposed project. You may submit additional
24 comments through July 3rd by mail, online through
25 the project website, and by texting or calling

1 the project phone number at (855) 680-0455.

2 Again, that phone number is (855) 680-0455.

3 With that, the public scoping meeting is
4 adjourned at 5:23. Thank you.

5 (END OF VIDEO FILE)

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CERTIFICATE OF TRANSCRIPTIONIST

I certify that the foregoing is a true and accurate transcript of the digital recording provided to me in this matter.

I do further certify that I am neither a relative, nor employee, nor attorney of any of the parties to this action, and that I am not financially interested in the action.



Julie Thompson, CET-1036