

**From:** [REDACTED]  
**To:** [REDACTED] (b)(6)  
**Subject:** FW: Mob Harbor DQC  
**Date:** Friday, June 1, 2018 1:30:00 PM  
**Attachments:** [MobileHarborGRR-REP\(DQC Draft 6-1-18\).pdf](#)

---

FYI

[REDACTED] (b)(6)

-----Original Message-----

**From:** [REDACTED] (b)(6)  
**Sent:** Friday, June 01, 2018 11:36 AM  
**To:** [REDACTED] (b)(6)  
**Cc:** [REDACTED] (b)(6)  
**Subject:** Mob Harbor DQC

[REDACTED] (b)(6) see attached for putting into Dr. Checks so [REDACTED] (b)(6) can review. It is still rough draft due to missing info from appraisal and NFS.

[REDACTED] (b)(6)

**DRAFT REAL ESTATE PLAN**

**MOBILE HARBOR, ALABAMA  
INTEGRATED GENERAL REEVALUATION REPORT**



**US Army Corps  
of Engineers**

Mobile District

**June 2018  
USACE-SAM-RE**

Pages 3 through 28 redacted for the following reasons:

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(b)(5) Draft Record

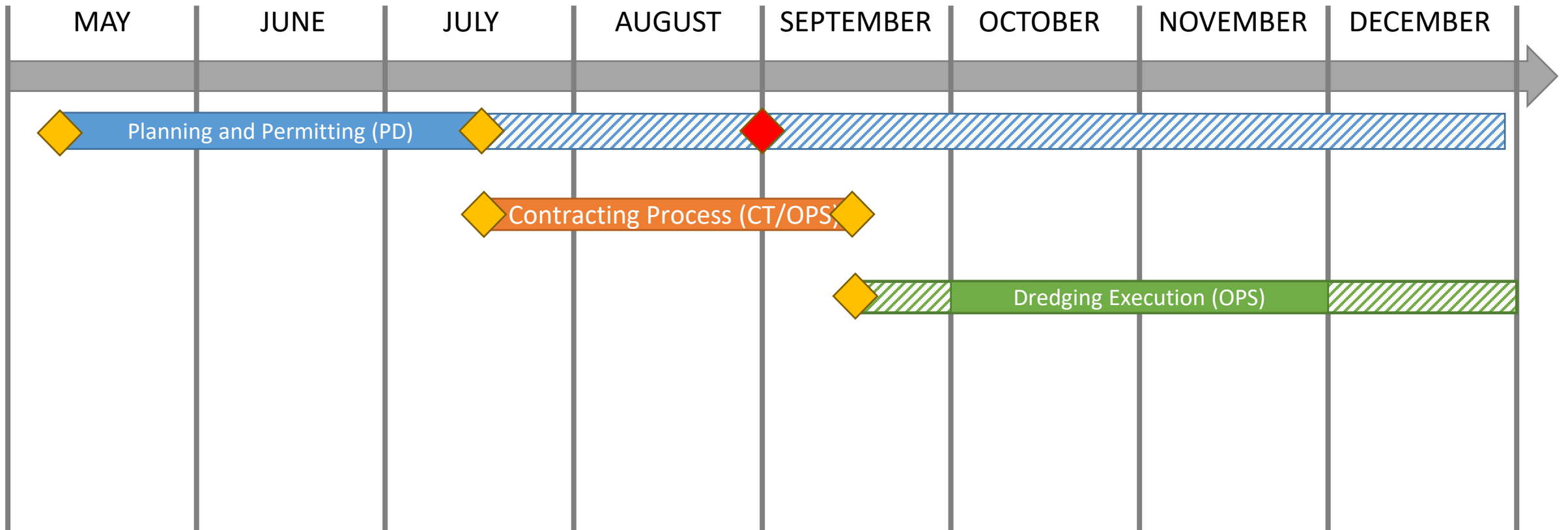
**From:** [REDACTED]  
**To:** [REDACTED] (b)(6)  
**Subject:** FW: NW SIBUA Extension.pptx  
**Date:** Friday, June 1, 2018 9:53:00 AM  
**Attachments:** [NW SIBUA Extension.pptx](#)

---

-----Original Message-----

**From:** [REDACTED] (b)(6)  
**Sent:** Monday, May 21, 2018 9:28 AM  
**To:** [REDACTED] (b)(6)  
**Subject:** NW SIBUA Extension.pptx

# TIMELINE NORTHWEST SIBUA EXTENSION



US Army Corps  
of Engineers.



# ALABAMA, CONTINUED

## OPERATIONS AND MAINTENANCE:

### MOBILE HARBOR BAR CHANNEL DREDGING

- Project Manager: David Newell (b)(6)
- Technical Project Manager: Herb Bulloc (b)(6)
- Sponsor: Alabama State Port Authority
- Estimated Bar Channel Dredging Cost: \$12M (Shallow SIBUA)
- Description:  
Maintenance of the bar channel is accomplished in October and November to ensure availability of dredge equipment. Operations will begin working with contracting NLT mid-July to ensure NTP issued by October. Planning requires cultural phase I Survey, possible cultural phase II survey, public notice and comment period, Environmental Assessment, and FONSI for approval to use SIBUA Northwest Expansion for disposal of bar channel material.

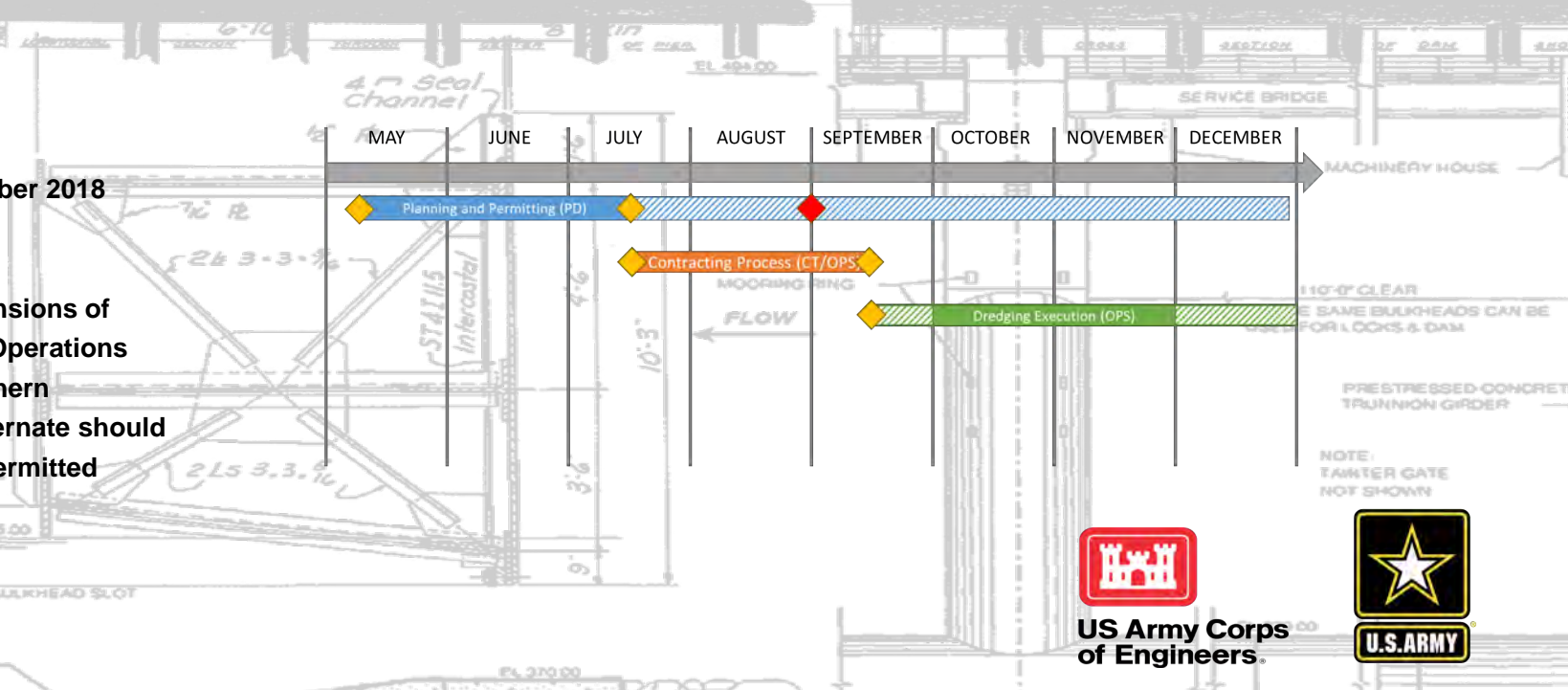


#### ▪ Milestones

- Advertise: 16 July 2018
- Open Bids: 15 August 2018
- Award Contract: 12 September 2018
- Issue NTP: 01 October 2018

#### ▪ Status:

Engineering is finalizing the dimensions of the SIBUA Northwest Extension. Operations is evaluating locations in the northern permitted area of SIBUA as an alternate should the Northwest Extension not be permitted on time.



From: [REDACTED]  
To: [REDACTED] (b)(6)  
Subject: FW: CG Official Response to Mobile Channel GRR  
Date: Monday, June 4, 2018 1:56:00 PM  
Attachments: [CG response to Mobile Channel GRR.PDF](#)

---

Meant to include attachment for you guys!



-----Original Message-----

From: Rau, George A CIV [REDACTED] (b)(6)  
Sent: Monday, June 04, 2018 1:47 PM  
To: [REDACTED] (b)(6)  
Cc: [REDACTED] (b)(6); Bear, David M CIV  
<David.M.Bear@uscg.mil>; Jones, Stephen L BOSN4 <Stephen.L.Jones@uscg.mil>  
Subject: CG Official Response to Mobile Channel GRR

Good afternoon [REDACTED] (b)(6)

Attached please find the Coast Guard's official response to the Mobile Channel GRR as it pertains to its impact on Aids to Navigation.

Moving forward it is imperative that our local Wateryway Management office at Sector Corpus Christi be involved with this project. Their POC is CWO Stephen Jones; Stephen.l.jones@uscg.mil, (251) 441-6095.

Should you have any questions please let me know.

Sincerely,  
George Rau  
Federal Projects,  
US Coast Guard Eighth District  
P: 504-671-2110 | C: 504-941-2486  
E: George.a.rau@uscg.mil  
500 Poydras St | New Orleans, LA 70130

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
United States Coast Guard  
Eighth Coast Guard District

500 Poydras Street  
New Orleans, La, 70130-3396  
Staff Symbol: (dw)  
Phone: (504) 671-2110  
FAX: (504) 671-2137

16500  
May 30, 2018

Mr. David Newell  
U.S. Army Corps of Engineers  
Mobile District  
P.O. Box 2288  
Mobile, AL 36628-0001

Dear Mr. Newell,

This letter is in response to the Mobile Harbor Deepening Feasibility Study and forth coming Draft General Reevaluation Report (GRR). Based on a preliminary review and evaluation of the proposed channel framework the Coast Guard has several major concerns on its impact to existing Aids to Navigation (ATON). Our comments for each navigational segment of the project are outlined below:

Lower Bay Reach and Bar Channel: On the lower bay and bar channel 11 buoys will need to be relocated. Relocating these 11 buoys will need to be carefully coordinated to ensure resource availability. At a minimum, the Coast Guard must be notified at least 5 months prior to the commencement of dredging to complete the temporary relocations.

Upper Bay Reach: On the upper bay seven fixed aids will need to be relocated. Relocating these ATONs is within the Coast Guard's organic capability. However, it should be stressed to all concerned parties that should the water depth at the new locations exceed 20 feet the fixed structures will have to be replaced with buoys. They lead time in obtaining funding and additional buoy hulls can be considerable. The Coast Guard will need a minimum of 5 months to procure the new buoys and make the required public notification of proposed changes.

Channel centerlines: Our review of the draft channel dimensions does not show that channel centerlines will shift anywhere in the project area. Should this change it is imperative that we be notified immediately. A shift in channel centerline would likely result in the navigational ranges having to be relocated. Many of our range structures exceed our organic capabilities and are built under commercial contract. Funding for major projects, like the relocation of navigational ranges, is very limited and the timeline will most likely exceed 3 years.

It is imperative that the Coast Guard be involved in all phases of this initiative. The Coast Guard office responsible for coordinating our participation will be Sector Mobile. Their point of contact is CWO Stephen Jones; [Stephen.I.jones@uscg.mil](mailto:Stephen.I.jones@uscg.mil), (251) 441-6095.



If you have any questions concerning this matter, please contact our Federal Projects Team; Mr. George Rau at (504) 671-2110 or [George.a.rau@uscg.mil](mailto:George.a.rau@uscg.mil).

Sincerely,



D. M. Bear  
District Eight AtoN Asset Manager  
U. S. Coast Guard  
By Direction

Copy: Coast Guard Sector Mobile (spw)  
CG-NAV  
Mobile Bar Pilots

**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** FW: [Non-DoD Source] Corps presents facts in misleading way  
**Date:** Monday, June 4, 2018 10:26:00 AM  
**Attachments:** [1993 sand berm January 4 MEM Bar Channel.pdf picture.png](#)  
[Slides GRR 22 Feb 2018 Public Meeting - Final - \(SLIDES\) copy.png](#)

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FYI

From: (b)(6)@gmail.com]  
Sent: Thursday, May 31, 2018 9:41 PM  
To: (b)(6)@gmail.com>  
Subject: [Non-DoD Source] Corps presents facts in misleading way

Dear Property Owners,

I sent the following email to the Mobile District's Colonel DeLapp showing further evidence how the Corps has been lying to the public about their different sand dumpsite to help Dauphin Island.

I wanted to show him a picture of the Corps' designated 2018 "near shore" dumpsite to help Dauphin Island, was the same dumpsite, the Corps proposed in 1993, to trick and mislead Congressman Bevill into believing that the pictured 1993 "near shore" dumpsite would be used to protect Dauphin Island.

I have just heard that in June, Col. DeLapp is retiring early. Is it a coincident that the change is just in time for the 2018 Supplement EIS/GRR for the Mobile Harbor to come out and the new Colonel is none the wiser.

After reading my letter to Col. DeLapp, I think you will be disgusted to find out that not one of the sand dumpsite the Corps has used in the past 31 years, has helped Dauphin Island's erosion. It is just a huge pack of lies, and it shows the Corps' abuse of power and control over Dauphin Island.

Even during the settlement of the 2009 Corps' Lawsuit, the Corps led the people in to believing that dumping sand into the feeder berm and SIBUA would help the erosion on Dauphin Island

Per the Joint Notice of the Proposed Settlement... Dated July 15, 2005 guarantees the following: In this original documentation under III Settlement Agreement Terms, it states "Concomitant with the initiation of these studies, and in addition to the above, the Corps agrees to certain dredging and disposal practices. Specifically, the Corps agrees to conduct its ongoing Channel maintenance operations to deposit material dredged from the Channel into the

shallowest alternate site currently available.... Such practices will continue even if the case were dismissed.”

DOJ 1-34 NRS-#586101-v1-DIPOA\_U\_S\_\_\_Fairness\_Memorandum\_as\_filed Approval Op. at 6. (“[T]he entire island will benefit from the mitigation and prevention of further erosion.”)...., the Second Addendum re-affirms the Corps’ commitment to deposit dredged material in the beneficial use areas designated originally under the LSA. Moreover, these legally binding commitments are consonant entirely with the Corps’ “national policy for both beneficial use and regional sediment management that stresses that [the Corps] identify areas that . . . can keep the sediment in[] the system as much as possible.” Tr. at 148:11- 14 (Rees).

The Corps has a pattern of confusion, omissions and repeating the same things over and over in a different way, in hopes that the people of Dauphin Island do not know what is happening, until it is too late.

The facts about Mobile District Corps treatment of Dauphin Island has never been disclosed in detail, before now. I have provided you with the information to help save our Island and your property, so we all need to show the Corps a unified front.

I am asking each person to please sent an email to the different officials listed at the end, include the Colonel’s letter, and tell them you will not tolerate the Corps’ employees knowingly harming the Dauphin Island and the Mobile District’s lies about Dauphin Island, anymore

With warmest regards,

(b)(6)

Dear Col. DeLapp,

I am putting you on notice of the Federal Laws governing the 2018 Draft Supplemental EIS/GRR for the Mobile Harbor.

§ 1502.9 Draft, final, and supplemental statements which states:

“The draft statement must fulfill and satisfy to the fullest extent possible the requirements established for final statements in section 102(2)(C) of the Act. If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion. The agency shall make every effort to disclose and discuss appropriate points in the draft statement all major points of view on the environmental impacts of the alternatives including the proposed action.”

I wanted to make sure that the Draft Supplement Environmental Impact Statements for the Mobile Harbor and channels discloses all major points of the Corps’ past and present maintenance dredging and the environmental and erosional impacts to Dauphin Island.

Since there has been no transparency of the Corps mitigating the erosion on Dauphin Island, and the Corps not fully answering the public questions at the Corps’ meetings before the 2018 Supplemental Environmental Impact Statement/Mobile Harbor GRR and the Corps not disclosing any details about the Island’s erosion in the Draft Alabama Barrier Island Restoration Assessment Report for Dauphin Island. Nor has the Corps answers significant questions about the Mobile Harbor project or the past consequences of the Corps action. The Corps must fully disclose all things pertaining to the maintenance dredging of the Outer Bar Channel and Dauphin Island’s environmental and erosional impacts, in the 2018 Draft Supplement Environmental Impact Statement.

Col. DeLapp, once again, I am informing you that the Mobile District employees are not telling you the truth.

A 1993 document shows the same picture of a “near shore” dumpsite as the Corps’ picture of the dumpsite shown at the February 2018 meeting.

The 1993 picture was shown to Congressman Beville and other, as the “near shore” dumpsite for dredged sand to protect Dauphin Island, but in a Corps’ internal document relating to the picture, the Corps employees stated:

“As I understand it, a presentation was made recently (included Mr. Bevil) indicating that when the Corps dredges the Mobile Bar (maintenance) in the future both the "off shore" and "near shore" berms would be offered in our contract as disposal areas. This does not mean we would direct the Contractor to use one over the other, but rather give him that choice.”

1993 picture of “near shore” site shown to Congressman Beville

The Corps knew that Congressman Beville was extremely concerned about the erosion to Dauphin Island from the District Colonel’s letter in 1992. In Oct. 1992, the Corps briefed Congressman Beville on the severe erosion on Dauphin Island.

Why did the Corps show the picture of the “near shore” site to Mr. Bevill, if the Corps was not going to use “near shore” site to protect Dauphin Island?

The Corps made Congressman Bevill falsely rely on the Corps’ pictures of the “near shore” site, including putting his trust that the Corps would use the “near shore” dumpsite to protect Dauphin Island.

The Corps showing the picture of the “near shore” dumpsite and then countering the picture with a Corps’ internal memo stating “This does not mean we would direct the Contractor to use one over the other” to deliberately deceive Congressman Bevill is beyond incredible.

Col. DeLapp, how does the Corps explain that at the 2018 Corps’ public meeting on new massive expansion to the Mobile Harbor Channels, the Corps showed the same “near shore” dumpsite in one of their poster, The poster also showed the outline of SIBUA and the feeder berm.

Corps’ 2018 poster of “near shore” site for Dauphin Island

I hope the Corps is not going to try trick the public again, and use the same deceptive practices as they used in 1993, to get out of mitigating to the erosion on Dauphin Island; that the site can be used as dumpsite, but the Corps would not require their dredging contractors to use it.

If the “near shore” site did not work over 25 years ago, why does the Corps think it will work now?

Col. DeLapp, the Corps employees are not telling you the truth that either the feeder berm or the Sand Island Beneficial Use Area (SIBUA) has helped the Corps’ mitigation of the erosional impacts to Dauphin Island.

According to Corps documents, the feeder berm did not help Dauphin Island and the Corps dumpsite SIBUA, is in too deep of water and was only changed from the feeder berm site to SIBUA to save the Alabama State Port Authority \$73 thousand dollars, NOT TO HELP DAUPHIN ISLAND.

According to a Corps’ 1997 document, the Feeder Berm (Sand Island Bar) does not work, because it broke into three segments.

The northernmost segment migrated northeastward,  
the middle segment gradually lost volume and disappeared,  
and part of the southern segment remained where placed initially.

That means that none of the sand in the Feeder berm has made it to Dauphin Island.

According to a Corps' 1996 document, the Corps wanted to change the dumpsite to SIBUA to decrease hauling distance and use "greater depths for equipment suitability" and "Potential for significantly reducing the local cost share and could eliminate it" the cost to the Port Authority of \$73 thousand dollars.

The Corps did not tell the people of Dauphin Island that they were changing the site to SIBUA so that the Port Authority did not have to pay any money to protect Dauphin Island, according to the Corps documents, they told the people that the SIBUA would help nourish the beaches of Dauphin Island.

In the Corps' March 1997 Joint Public Notice Sand Island Beneficial Use Area were untrue statements:

"Erosion has occurred in the vicinity of Dauphin Island and suitable material placed in the proposed Sand Island Beneficial Use Area would aid in beach nourishment through the littoral transport process."

The Corps statement about SIBUA in 1997:

"We agree that the rate of disposal material migration would be increased by placement of the material in shallower depths. Our intentions for designation of this beneficial use area generally included cost-efficient disposal within the littoral zone. The operational cost to place the material in average depths of 15 feet as suggested in the comments will likely be increased over that expected for disposal of the material in deeper water"

In 1998, the Corps lies in their statement,

"Additional efforts to provide for beneficial uses of the material dredged from the main ship channel started in 1995 with the proposed designation of the Sand Island Beneficial Use Area. The characteristics of this area are similar to those of the 'feeder berm' site and therefore material placed within this area should augment the littoral drift system of Sand - Pelican Islands as well as western Dauphin Island."

In a 2001 Corps' document about SIBUA:

"Dredge disposal material from the Mobile bar channel was composed of fine sand material and was placed on the upper part of the SIBUA above the -7.6-m (-25-ft) contour. There is little evidence that this material moved very far from the placement site based on the bathymetric changes and grain-size analysis"

The Corps finally admitted they do not know where the sand in SIBUA goes, in a December 12, 2017 meeting, and they admitted that only one-half of the sand has moved out of SIBUA in over 20 years, in the Corps' public meeting in February 2018, but again the Corps didn't say where the 7.5 million cubic yards of sand went.

I sure hope the Corps employees are not relying on the feeder berm or the SIBUA dumpsite in the 2018 SEIS/GRR for the Mobile Harbor, to restore sand to Dauphin Island, because according to Corps' documentation neither one helps the erosion to the shoreline.

I am putting you on notice of the Federal Law for the 2018 DRAFT SEIS/GRR for the Mobile Harbor and to make sure the Corps puts in their reports, all of their options and costs to place sand to mitigate the erosion to the adjacent shoreline of Dauphin Island, caused by the Corps maintenance dredging of the Federally Authorized Mobile Harbor Project.

In the 2018 Mobile Harbor Draft SEIS/GRR, the Mobile District Corps needs to disclose that the Corps is not following the Federal Laws, which state that the non-Federal interests is responsible for paying their part of the costs to mitigate the erosion on Dauphin Island.

33 U.S. Code § 2211 – Harbors

(b) Operation and maintenance

(c) Erosion or shoaling attributable to Federal navigation works: Costs of constructing projects or measures for the prevention or mitigation of erosion or shoaling damages attributable to Federal navigation works shall be shared in the same proportion as the cost sharing provisions applicable to the project causing such erosion or shoaling. The non-Federal interests for the project causing the erosion or shoaling shall agree to operate and maintain such measures.

Col. DeLapp, I hope the Corps will not rely on its only one single study, the Byrnes 2008, paid-for-by-the-Corps Lawsuit study, as the basis to not mitigate the erosion and not give sand to Dauphin Island.

The Corps' single study, Byrnes 2008, is contradicted by all other studies including:

- \* All of the past US Geological Survey studies that state the Corps dredging of the Mobile Pass is the cause of the erosion to the Dauphin Island's shoreline, Morton's 2004, 2007, 2008, and 2013.
- \* All of Scott Douglass' studies on Dauphin Island
- \* All of Robert Dean's statements and studies on Dauphin Island.

In addition, the Corps knew that during the lawsuit, the eminent Coastal Engineer, Dr. Robert Dean, University of Florida (Plaintiffs) "indicated that the [Byrnes 2008] Final Report was fundamentally flawed, not reliable and at best inconclusive." The Corps knew that in Dr. Dean's "Concluding Report", he questioned multiple facts about the Corps' sediment data in the "2008 Final Report" for the lawsuit.

Also, the Corps refuses to admit, Dr. Robert Dean, DID NOT AGREE WITH BYRNES 2008 STUDY during the lawsuit and the fact that

Dr. Dean's report is still part of the lawsuit.

Furthermore, according to an internal Corps' 2011 Memo, the Corps' sediment budget analysis was incorrect and it was used in the 2008 Byrnes lawsuit study.

For your information, District Engineer, COL Drake Wilson who was one of the most revered and respected District Engineers to have led the Mobile District over the last +40 years stated in 1975:

"We take this material out to sea about 10 to 15 miles and dump it. We have in inventory some equipment that can take this material out and pump it onto the beach approximately there near Fort Gaines, and our studies thus far indicate that the littoral drift, that is the drift of the current, would generally carry that material on down along the island. This solution appeals to us because it costs nothing. That is, we have to dredge the harbor anyway - - we pay for that under the maintenance of the harbor expenditures and we can pump it out and put it onto the beach for just about the same price that we could take it out into the Gulf and dump it... We have already set in motion those steps necessary to get the proper type of equipment that would do this. It will probably be a year and a half or two years before we would have all that ready."

Col. DeLapp, the facts shows the Corps' blatant dishonesty. The Corps' deception surrounding Dauphin Island is too deep, and I hope you have the courage and strength of character to take a stand against the Mobile District's Corps' past and present exploitation of Dauphin Island.

Sincerely,

(b)(6)

(b)(6)







Source: Esri, DigitalGlobe, GeoEye, Earthstar Geo, USDA, USGS, AeroGRID, IGN, IGA, User Contributed

**From:** (b)(6)  
**To:** (b)(6)  
**Cc:** (b)(6)  
**Subject:** focus group Jun 05 2018.pptx  
**Date:** Monday, June 4, 2018 2:58:00 PM  
**Attachments:** [focus group Jun 05 2018.pptx](#)

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(b)(6) Will we be presenting slides tomorrow night? Attached is a draft set if we want to do that or even just print hardcopies for distribution.





# MOBILE HARBOR PROJECT



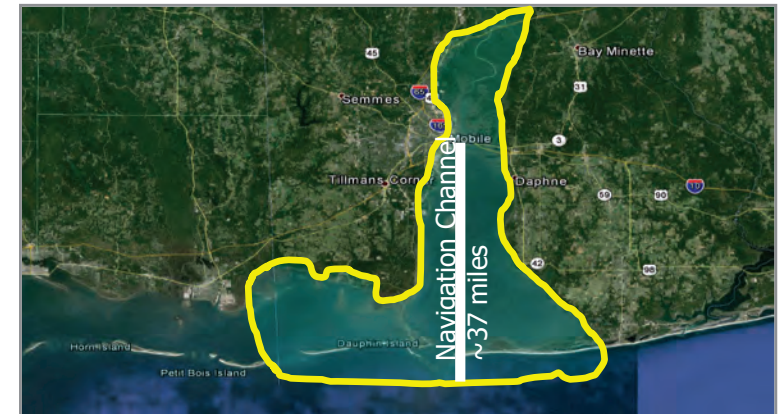
- **Project authorized in the Water Resources Development Act of 1986 in accordance with the 1981 Chief's Report.**
- **Full-Service Seaport -- 10th Largest in the United States - Balanced Trade (Strong Export Market)**
  - ✓ 58M tons handled port-wide. ASPA terminals represent 25 - 29M tons annually
- **Port of Mobile has sustained growth in steel, petroleum and containerized cargoes**
  - ✓ Record 2017 20% growth in containerized cargo – automotive, aviation, forest products, chemicals, poultry
  - ✓ Now ranked No. 2 steel port in the United States
  - ✓ 10 New Ocean Carriers Added Service into Mobile in 2016-2017
- **The Port of Mobile Drives the Regional Economy**
  - ✓ Alabama State Port Authority terminals alone generate 153,000 jobs and \$25.1B in total economic value
  - ✓ Private Petroleum / Petroleum Products terminals alone generate 5,220 jobs and \$687M in economic value
- **Modernizing Mobile Harbor is Necessary Because**
  - ✓ 2/3's of the Port of Mobile's vessel traffic is restricted or delayed.
  - ✓ Larger Ships Now Transit North American Trade Lanes
  - ✓ Channel Deficiencies and Vessel Transit Inefficiencies Directly Impact Shipper Costs and Competitiveness
  - ✓ Mobile's Port-side Infrastructure Investments have met Shipper Needs (\$500+ Million Invested) - Channel Investment Necessary to Leverage Non-federal Sponsor investment and Regional Growth





## Mobile Bay and Watershed

- *The Mobile Bay Watershed is the 6th largest river basin in the United States with five rivers forming the 2nd largest delta in the US, and the 4th largest watershed based on drainage area* (Mobile, Tensaw, Blakeley, Spanish, and Apalachee). Environmentally and economically important because of the exceptional biological diversity and productivity which provides habitat for various invertebrates, fishes, waterfowl, migrant birds, as well as, other game and non-game species.
- *Mobile Delta is one of the most diverse ecosystems in the US* with 3 types of wetland habitats, extensive seagrasses, 200+ species of fish, major shellfish communities, and 300+ species of birds and reptiles. The Delta is one of the most important and valuable natural resources in the US.
- *Alabama Seafood Industry Economic Impact.* Commercial species harvests provide a valuable source of revenue for the state contributing approximately \$461M in revenue annually and 10,000 jobs. The most common commercial species obtained from Alabama waters are shrimp, blue crabs, oysters, and numerous species of fish.
- *Coastal tourism and recreation provide local economic benefits including* boating, fishing, swimming, and sight seeing. Saltwater species provide the vast majority of fish caught recreationally in the Mobile Bay system.
- *Cultural Resources.* The Mobile area is rich in both pre-historic and historic cultural resources.





# MOBILE HARBOR PROJECT ALTERNATIVES



## Initial

- Deepening: 47 to 55 feet Including Turning Basin
- Bend Easing
- Widener: 100 and 150 feet 5, 10,15 miles in length

## Tentatively Selected Plan

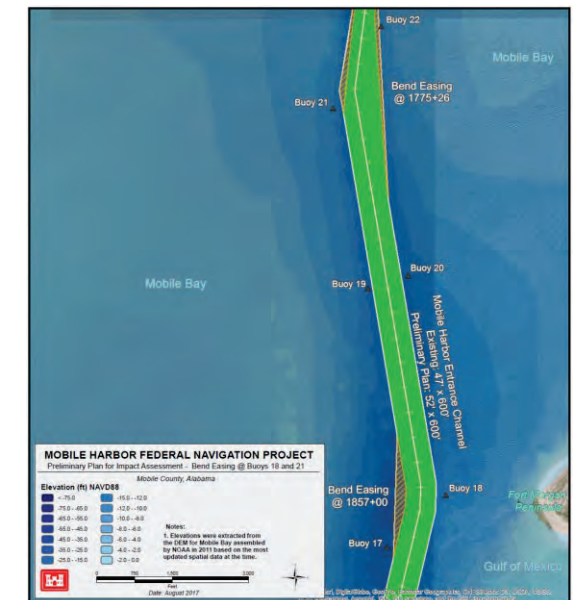
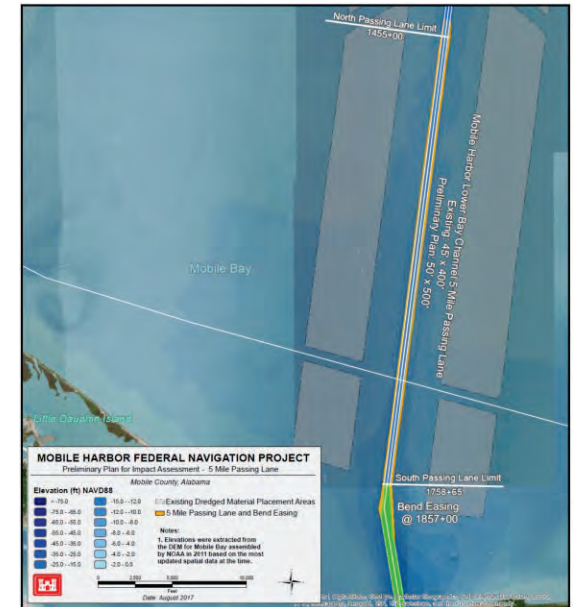
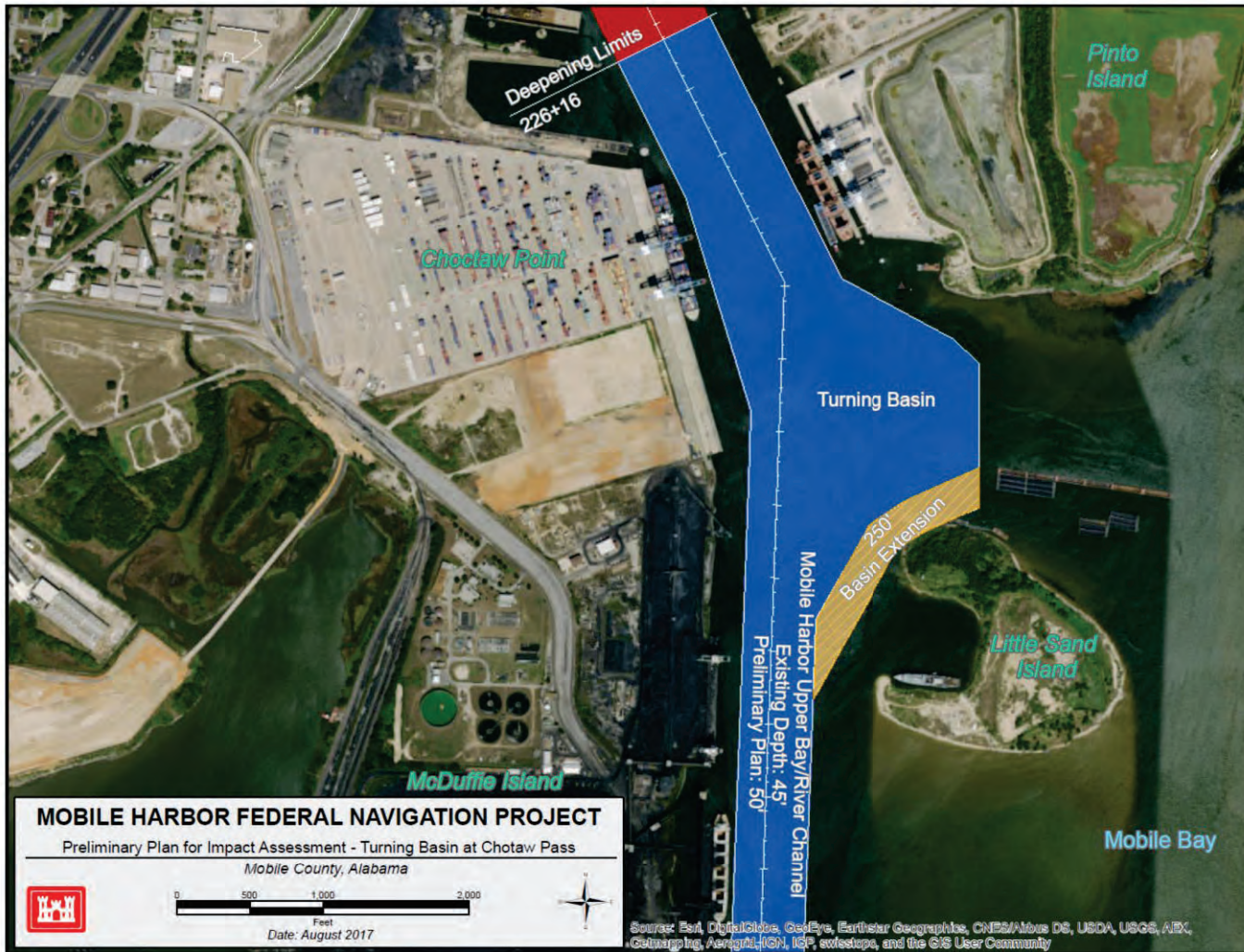
- Deepening: 50 feet Including Turning Basin
- Bend Easing
- Widener: 100 feet 3 miles in length





US Army Corps of Engineers

# MOBILE HARBOR PROJECT

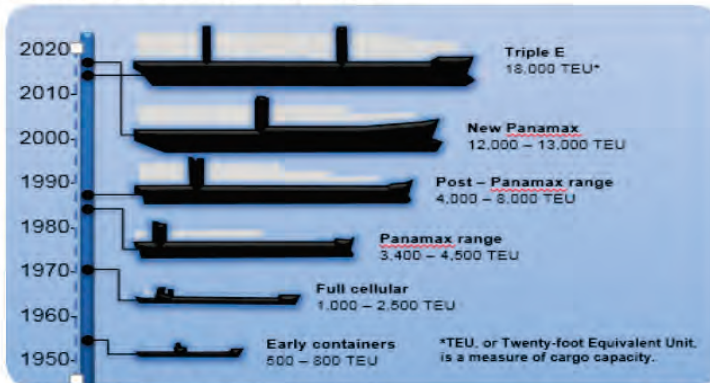




## ECONOMIC CONSIDERATIONS



Mobile Harbor Trade Routes



Evolution of container ships

Post-Panamax ships make up 16% of the world's container fleet today, but carry 45% of the cargo. New Panamax ships are the largest that can pass through the new locks in 2016.

### Concepts Behind Mobile Harbor Economic Analysis

- Growth is assumed only to the capacity of the facilities
- Deeper channels allow vessels to load more efficiently
- Channel widening reduces transit delays/wait times to gain efficiencies
- The project benefits are reduction in transportation costs

Commodity Forecast

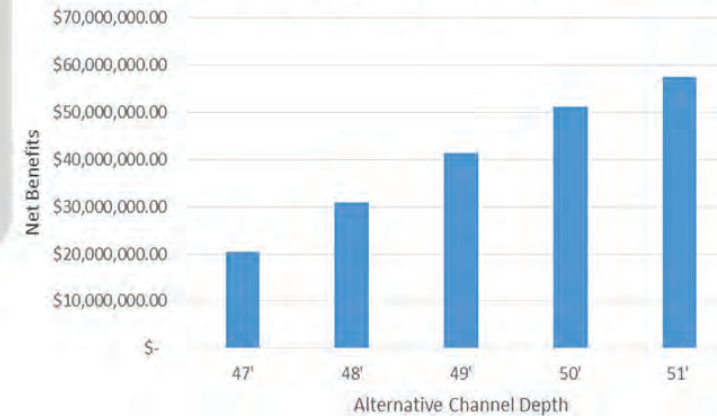
World Fleet Forecast

### Major Components of Mobile Harbor Economic Analysis

Mobile Fleet Forecast

Historic Vessel Calls

Preliminary Deepening Net Benefits



**National Economic Development (NED) Plan maximizes net benefits at 51 foot depth**





## ENVIRONMENTAL CONSIDERATIONS

### FISHERIES ASSESSMENT

Understand relationships between salinity and fish populations to predict potential impacts. Conducted spring/summer fish sampling.

### OYSTER MODELING

Map existing oyster reefs and determine larvae distribution patterns throughout the Bay. Evaluate potential impacts to oysters based on the predictive water quality and hydrodynamic models.

### SUBMERGED AQUATIC-VEGETATION (SAV) ASSESSMENT AND MAPPING

Identify and map distribution of existing sea grasses to establish baseline used in determining potential impacts based on water quality model results.

### WETLAND ASSESSMENT AND MAPPING

Identify and map the distribution of existing wetland communities to understand potential impacts based on water quality model results

### BENTHIC COMMUNITY ASSESSMENT

Establish baseline conditions to analyze impacts to benthos from water-quality and saltwater intrusion based on information obtained through water-quality modeling





## ENVIRONMENTAL CONSIDERATIONS

### CLASSIFY SUBSURFACE CONDITIONS

Compile and evaluate all existing subsurface data for the navigation channel sediments. Collect additional subsurface samples/borings to determine sediment composition and potential contamination.

### SHIP WAKE ANALYSIS

Estimate increases in waves and associated effects due to future ship traffic.

### SEDIMENT TRANSPORT MODELING

Collect baseline data and develop hydrodynamic and sediment transport models to characterize the physical conditions and sediment transport processes of the study area.

### ENVIRONMENTAL JUSTICE ISSUES

Evaluate the impacts to human and social environments. This will also include impacts from air quality and noise pollution.

### CULTURAL RESOURCES

Evaluate potential impacts to Historic Properties in compliance with the National Historic Preservation Act.



**Data Collection Parameters**

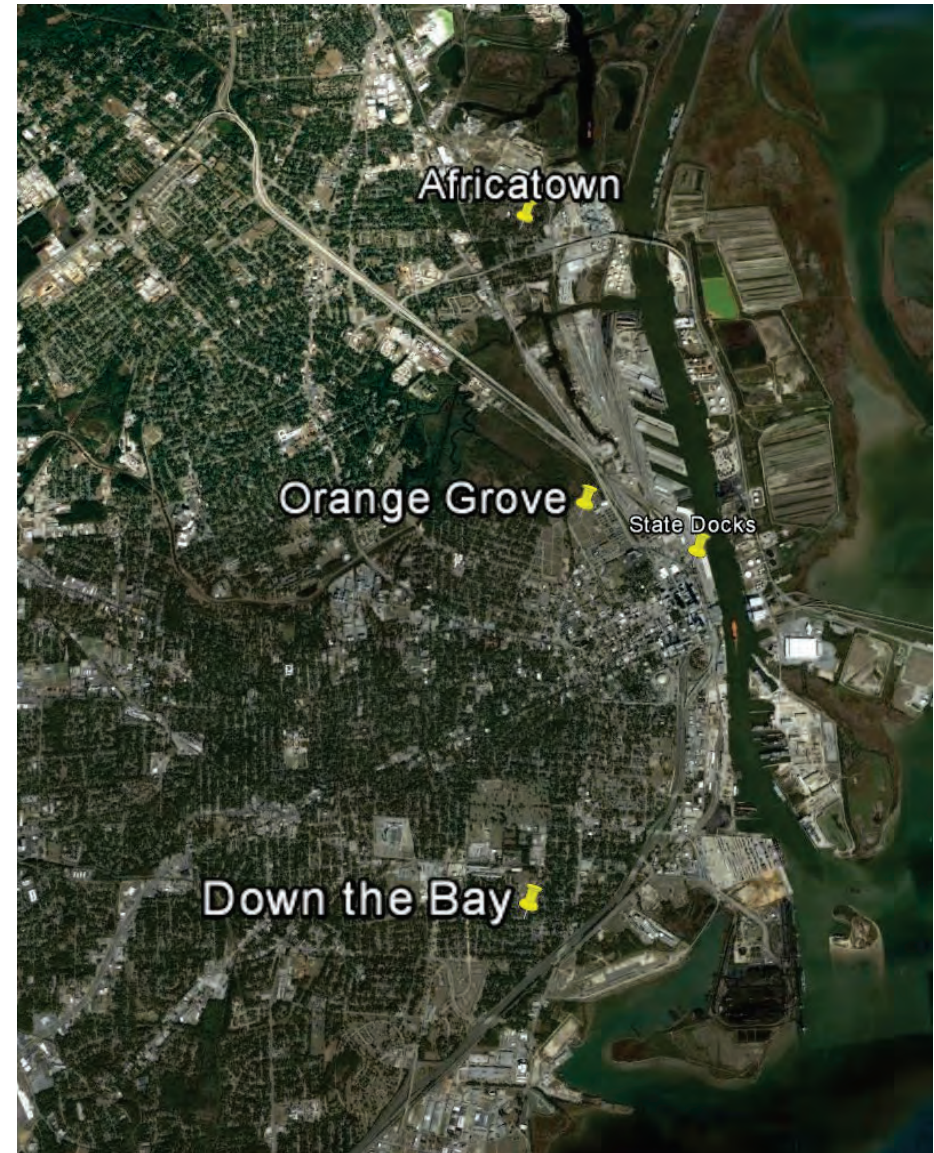
- Average along stream velocity
- Water level (NAVD88)
- Turbidity
- Salinity
- Temperature
- Automatic sampling for Total Suspended Solids
- Wave height (ship wake)





## ENVIRONMENTAL JUSTICE EXECUTIVE ORDER 12898

- Identify and address disproportionately high and adverse health or environmental project effects on minority and low-income populations by considering natural or physical effects on human health, economics, and social environment.
- Mobile Harbor GRR is analyzing effects to communities and human health due to changes in:
  - Air quality from increased ship traffic
  - Water quality related to channel modifications
  - Noise from increased Port activities
  - Impacts from coal transportation
  - Traffic, transportation, development, and infrastructure
  - Foreseeable future Port Activities





# MOBILE HARBOR PROJECT



## PROJECT SCHEDULE (48 MONTHS)





## Submit Your Comments

Your input will assure that all concerns have been considered during the study. Submit your comments in any of the following ways:



Email: [MobileHarborGRR@usace.army.mil](mailto:MobileHarborGRR@usace.army.mil)



Postal Mail:

U.S. Army Corps of Engineers

ATTN: PD-F

P.O. Box 2288

Mobile, AL 36628

## Stay Informed



Biweekly updates and project documents on the project website :  
[www.sam.usace.army.mil/Missions/Program-and-Project-Management/Civil-Projects/Mobile-Harbor-GRR/](http://www.sam.usace.army.mil/Missions/Program-and-Project-Management/Civil-Projects/Mobile-Harbor-GRR/)



Sign up for the Listserv on the project website to receive a copy of the quarterly bulletin.

## Follow us on...



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[Twitter.com/USACEMobile](https://twitter.com/USACEMobile)



[Instagram.com/USACEMobile](https://www.instagram.com/USACEMobile)

From: [REDACTED]  
To: [REDACTED] (b)(6)  
Cc:  
Subject: FW: Mobile Harbor GRR - 234 acres  
Date: Tuesday, June 5, 2018 2:04:00 PM

---

(b)(6) is it 234 acres over waterbottoms to be impacted overall for the Mobile Harbor GRR?

[REDACTED] (b)(6)

-----Original Message-----

From: [REDACTED] (b)(6)  
Sent: Tuesday, June 05, 2018 12:01 PM  
To: [REDACTED] (b)(6)  
Subject: FW: Mobile Harbor GRR - 234 acres

(b)(6) - is this # right...234 ac. Over waterbottoms to be impacted overall

-----Original Message-----

From: [REDACTED] (b)(6)  
Sent: Tuesday, June 05, 2018 7:58 AM  
To: [REDACTED] (b)(6)  
Subject: RE: Mobile Harbor GRR Pipeline Crossings

Good morning sir,

I noticed the Environmental Appendix states "The project area encompasses 234 acres or approximately 0.1 percent of all of Mobile Bay surface area." In addition, Engineering Appendix lists the acreages for the relic shell placement area.

[REDACTED] (b)(6)

---

From: (b)(6)  
Sent: Monday, June 04, 2018 2:19 PM  
To: (b)(6)  
Subject: RE: Mobile Harbor GRR Pipeline Crossings

Right. It still will be in register.

-----Original Message-----

From: (b)(6)  
Sent: Monday, June 04, 2018 2:14 PM  
To: (b)(6)  
Subject: RE: Mobile Harbor GRR Pipeline Crossings

I was thinking more of risk in the manner of possible environmental impacts or safety. Contractor can be responsible but ultimately USACE gets the bad press if oil or other material is released into the bay because of pipeline impacts. Unlikely event, but still a risk per what you said in your earlier e-mail.

---

From: (b)(6)  
Sent: Monday, June 04, 2018 2:05 PM  
To: (b)(6)  
Subject: FW: Mobile Harbor GRR Pipeline Crossings

-----Original Message-----

From: (b)(6)  
Sent: Monday, June 04, 2018 2:02 PM  
To: (b)(6)  
Cc: (b)(6)  
(b)(6)  
(b)(6)  
Subject: RE: Mobile Harbor GRR Pipeline Crossings

We provide drawings to the contractor showing the pipelines that we know of but leave it up to them to contact the pipeline owners for the exact pipeline locations and depths. It's on them to research all pipelines in the area but we do try to help them with that by providing what we know. Here is what our specs say:

Subsurface Investigation: Contractor's Investigation Responsibility: The Contractor should make his own investigation of submerged, surface and overhead structures in the work areas and other locations he finds necessary to traverse. The exact location, depths and heights of submarine cables, pipes, highlines, docks, piers, bulkheads bridges, etc. (as applicable), are not known and it will be necessary for the Contractor to ascertain interference problems and notify the respective owners in advance of dredging operations. The Contractor shall make all arrangements with the respective owners of the structure to assure satisfactory completion of dredging in the vicinity with a minimum interruption of service, and shall perform his operations in such a manner as will avoid damage to these facilities. Considering the above specified structures and any others the Contractor might find in the work areas, the Contractor shall not dredge within 50 feet of and/or dispose of dredged material in the vicinity of any marine structure. If the marine structures are damaged by the dredging operations, it will be the responsibility of the Contractor to repair or rebuild the damaged facility at no cost to the Government.

So, no we do not require them to do a survey but to do their own investigation of structures before commencing. They can do their own survey if they feel it's necessary but that isn't typical.

(b)(6)

-----Original Message-----

From: (b)(6)

Sent: Monday, June 04, 2018 1:34 PM

To: (b)(6)

Cc: (b)(6)

(b)(6)

(b)(6)

Subject: Mobile Harbor GRR Pipeline Crossings

(b)(6)

Our Real Estate assessment reflects that there are no existing pipelines that will obstruct deepening/widening operations in the channel. Will we still include a survey in our deepening and widening construction contract to ensure there are no obstructions prior to commencement of deepening/widening?

(b)(6)

-----Original Message-----

From: (b)(6)

Sent: Monday, June 04, 2018 1:11 PM

To: (b)(6)

(b)(6)

Cc: (b)(6)

Subject: RE: Savannah Harbor Pipeline

Not Related




**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** Econ edits for Executive Summary  
**Date:** Thursday, June 7, 2018 10:45:00 AM

---

Can you help me edit the following information to reflect our findings on Mobile Harbor (just the econ parts).

ALTERNATIVES AND RECOMMENDED PLAN

(b)(5)



COSTS AND BENEFITS

(b)(5)



(b)(5)



**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** Executive Summary  
**Date:** Thursday, June 7, 2018 4:01:00 PM  
**Attachments:** [Mobile Harbor GRR - Executive Summary.docx](#)

---

(b)(6) Let's talk about the attached executive summary when you get in tomorrow morning. Feel free to make any edits that you see need to be made before we speak.

(b)(6)



---

---

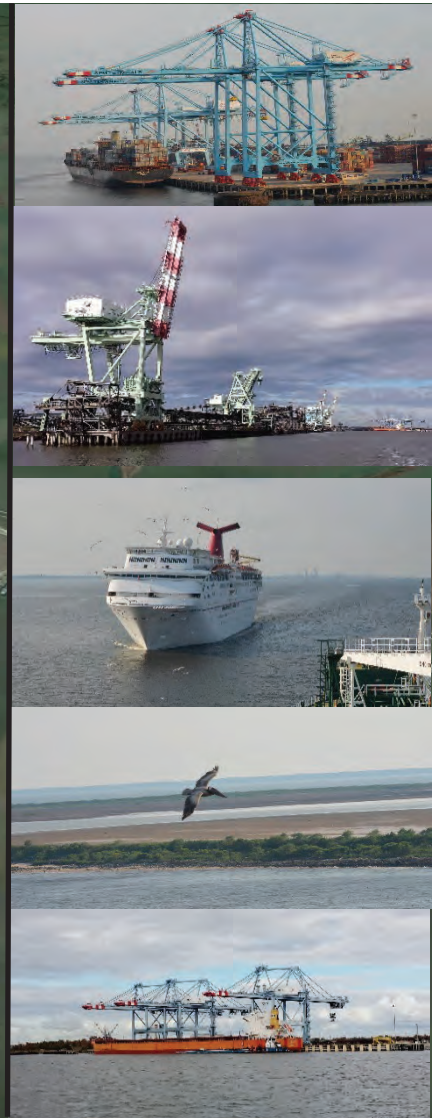
# MOBILE HARBOR, MOBILE, ALABAMA

# DRAFT

## Integrated General Reevaluation Report With Supplemental Environmental Impact Statement

May 2018

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**US Army Corps  
of Engineers**  
Mobile District



## **U.S. ARMY CORPS OF ENGINEERS NAVIGATION MISSION**

Provide safe, reliable, efficient, and environmentally sustainable waterborne transportation systems for movement of commerce, national security, and recreation.

## **U.S. ARMY CORPS OF ENGINEERS ENVIRONMENTAL OPERATING PRINCIPLES**

**Foster** sustainability as a way of life throughout the organization.

**Proactively** consider environmental consequences of all US Army Corps of Engineers (USACE) activities and act accordingly.

**Create** mutually supporting economic and environmentally sustainable solutions.

**Continue** to meet our corporate responsibility and accountability under the law for activities undertaken by the USACE, which may impact human and natural environment.

**Consider** the environment in employing a risk management and systems approach throughout life cycles of projects and programs.

**Leverage** scientific, economic, and social knowledge to understand the environmental context and effects of USACE actions in a collaborative manner.

**Employ** an open, transparent process that respects views of individuals and groups interested in USACE activities.

**RESPONSIBLE AGENCIES:** The lead agency for the navigation study is the U.S. Army Corps of Engineers (USACE), Mobile District. The Alabama State Port Authority (ASPA) is the non-Federal sponsor.

**ABSTRACT:** (b)(5)



## **EXECUTIVE SUMMARY**

(b)(5)



-----  
(b)(5)

**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** Emailing: Mobile Harbor Placemat\_30 Apr 2018v10 [Autosaved].pptx  
**Date:** Tuesday, June 12, 2018 2:08:00 PM  
**Attachments:** [Mobile Harbor Placemat\\_30 Apr 2018v10 \[Autosaved\].pptx](#)

---

Your message is ready to be sent with the following file or link attachments:

Mobile Harbor Placemat\_30 Apr 2018v10 [Autosaved].pptx

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



## MOBILE HARBOR GENERAL REEVALUATION REPORT (GRR)

The US Army Corps of Engineers is studying the feasibility of enlarging the size of the channel leading to and from port facilities located in Mobile Bay. The non-federal sponsor is the Alabama State Port Authority. In 1986, Congress authorized various modifications to Mobile Harbor including deepening and widening the majority of the channel to 55 feet deep and 550 feet wide. The GRR is a 4-year, \$7.8M effort. Along with the GRR, Mobile District is preparing an integrated Supplemental Environmental Impact Statement (SEIS).

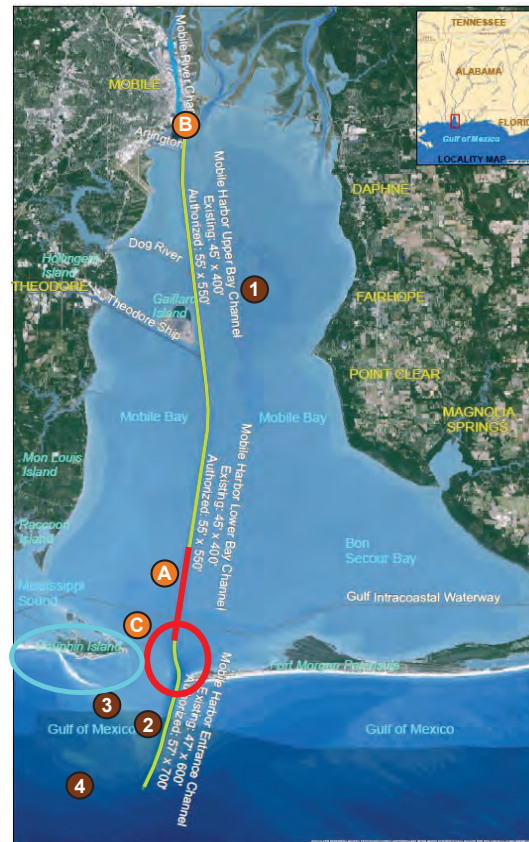
## TENTATIVELY SELECTED PLAN

- Channel Deepening: 49 feet\*
  - A** Channel Widening: 3 mi. long, 100 ft wide\*
  - B** Turning Basin Modification
  - C** Bar Channel Bend Easing
- \* Environmental impact analysis is based on a 50 foot depth and 100 foot widener for a distance of 5 miles

## PROPOSED PLACEMENT AREAS

- 1** Formerly mined relic shell area
- 2** Sand Island Beneficial Use Area (SIBUA)
- 3** Pelican/Sand Island Complex
- 4** Ocean Dredged Material Disposal Site (ODMDS)

## MOBILE BAY AREA OF INTEREST



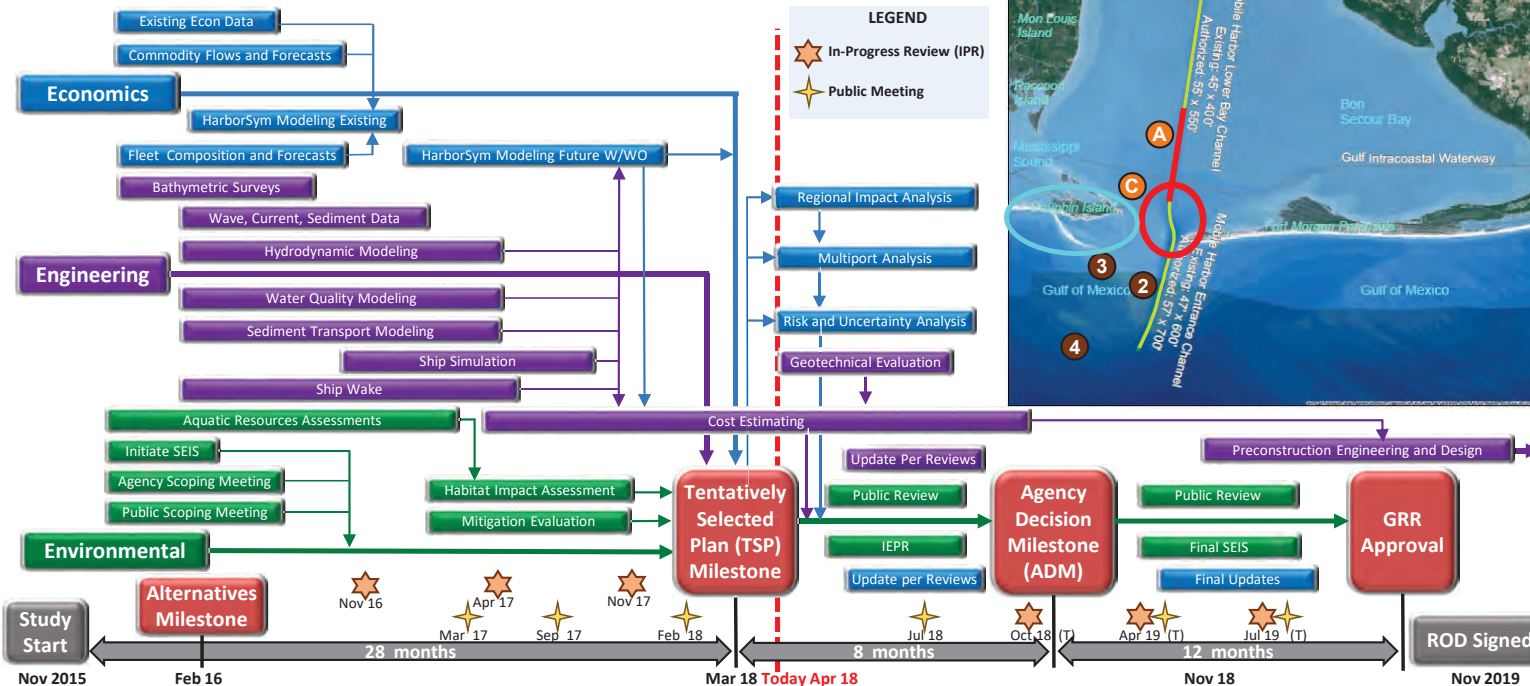
## COST AND BENEFIT SUMMARY

	47'	48'	49'	50'	51'
Total Project Cost	\$199M	\$276M	\$351M	\$430M	\$548M
Net Benefits	\$13.9M	\$21.3M	\$28.8M	\$33.9M	\$37.8M
BCR	2.7	2.9	3.0	2.9	2.8

## FUNDING STATUS (Federal)

	FY15	FY16	FY17	FY18	FY19	TOTAL
Appropriated	\$0.6M	\$1.5M	\$1.7M	\$0	\$0	\$3.8M
Anticipated				\$2.1M		\$2.1M
Total Federal						\$5.9M

## SCHEDULE & MAJOR MILESTONES



## ENVIRONMENTAL CONSIDERATIONS

### COASTAL PROCESSES

- ✓ Hydrodynamic and Water Quality
- ✓ Coastal Sediment Transport (Dauphin Island)
- ✓ Estuarine (In-Bay) Sediment Transport
- ✓ Ship Wake Effects

### AQUATIC RESOURCE ASSESSMENT

- ✓ Fish
- ✓ Oysters
- ✓ Submerged Aquatic Vegetation
- ✓ Wetlands
- ✓ Benthics

### OTHER

- ✓ Cultural Resources
- ✓ Environmental Justice
- ✓ Air/Noise Pollution



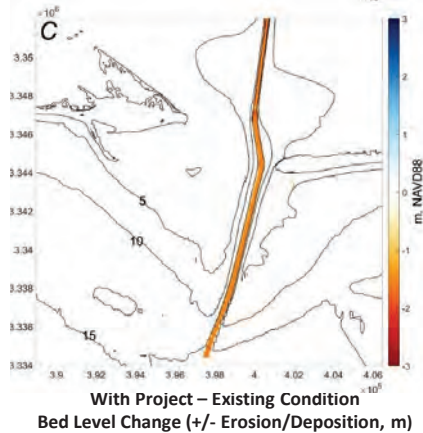
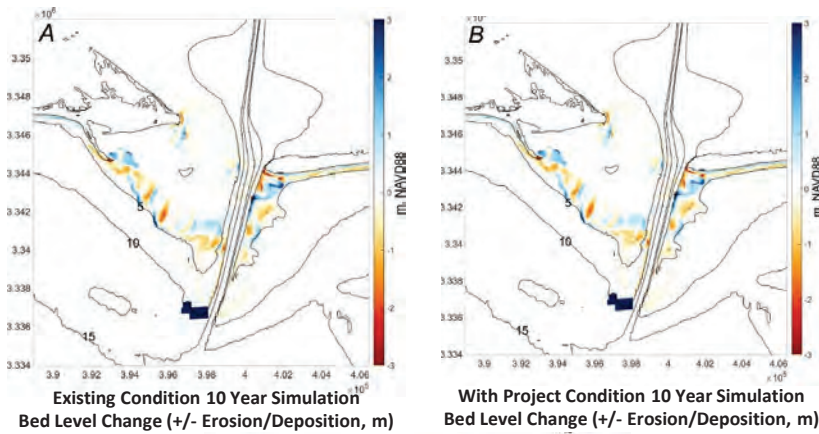
US Army Corps of Engineers



Point of Contact: David Newell  
Mobile District  
Updated as of: 26 April 2018

## DAUPHIN ISLAND

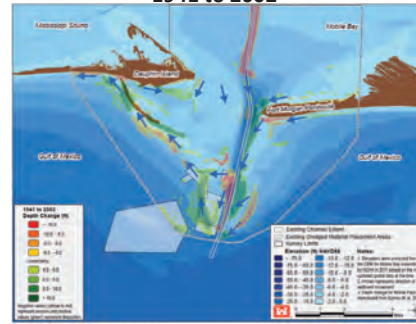
The Mobile District and the USGS evaluated the possible effects of widening and deepening the channel on the hydrodynamic and sediment transport processes around the ebb-tidal shoal/nearshore coastal areas, including Dauphin Island. As shown in the figures below, minimal changes are expected, but shoaling rates are anticipated to increase up to 15 percent (commonly seen when widening and deepening a navigation channel).



## FUTURE MAINTENANCE MATERIAL PLACEMENT

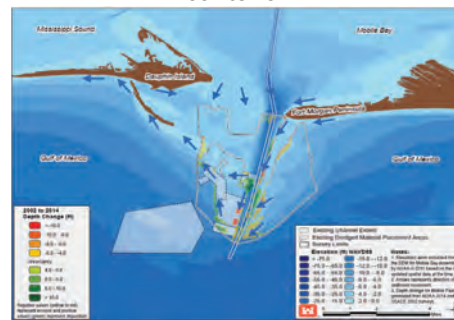
Short and long-term changes in bathymetry were compared to quantify sediment transport rates and identify transport pathways along the ebb-tidal shoal to determine if adequate disposal capacity exists for future maintenance material placement in the Sand Island Beneficial Use Area (SIBUA). Results indicate sediment transport pathways are consistent over the short and long-term periods and material placed in SIBUA is in the active transport system; however, since placement in SIBUA was initiated in 1999, material has left the site at a lower rate than it has been placed in the site resulting in a need for expansion in the north/northwest direction to accommodate future needs.

### Mobile Pass Bed Level Change 1941 to 2002



Depth change reproduced from Byrnes et. al, 2008  
"Evaluation of Channel Dredging on Shoreline  
Response at and Adjacent to Mobile Pass, AL"

### Mobile Pass Bed Level Change 2002 to 2014



Depth change generated from USACE 2002 and NOAA  
2014 surveys.

### Proposed Placement Locations



**From:** (b)(6)  
**To:** (b)(6)  
**Cc:** (b)(6)  
**Subject:** Draft Mobile Harbor GRR Main Report Review  
**Date:** Friday, June 15, 2018 10:18:00 AM  
**Attachments:** [Mobile Harbor Main Report 06-15-2018.pdf](#)

---

All: The attached copy of the Mobile Harbor GRR has been sent to District and Division leadership and the sponsor for comment (fatal flaw review prior to release to the public). Their comments are due COB Thursday 21 June. Our goal is to submit to EPA 28 June. Please continue to update your appendices and advise (b)(6) to any revisions required to the main report.

(b)(6)

-----Original Appointment-----

**From:** (b)(6)  
**Sent:** Monday, June 11, 2018 3:41 PM  
**To:** (b)(6)  
(b)(6)

**Subject:** Mobile Harbor GRR Main Report Review  
**When:** Wednesday, June 13, 2018 1:00 PM-4:00 PM (UTC-06:00) Central Time (US & Canada).  
**Where:** MsCIP Conference Room

All  
Please plan on attending a final quality review of the Mobile Harbor GRR Main Report Wednesday, 13 June at 1300hrs in the MsCIP Conference Room.

For those not in the district, the call-in information is as follows:

USA Toll-Free: (b)(6)  
Access Code: (b)(6)  
Security Code: (b)(6)

(b)(6)

(b)(6)

-----Original Message-----

From: (b)(6)

Sent: Monday, June 11, 2018 3:38 PM

To: (b)(6)

(b)(6)

Subject: Mobile Harbor GRR Main Report Review

All,

The main report entitled "Mobile Harbor Main Report 06-11-2018.docx" has been uploaded to the planning shared drive. Please review your section to make sure that it is up-to-date and review the entire report to make sure that your discipline has been properly referenced and coordinated.

I will send a separate invite to meet Wednesday from 1300hrs-1600hrs in the MsCIP Conference Room to review the report as a team. This meeting will also serve as a final quality review for the main report.

(b)(6)

---

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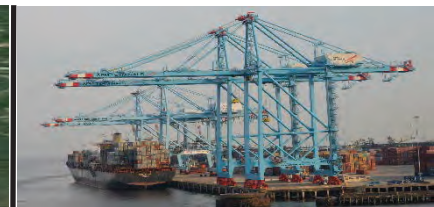
# MOBILE HARBOR, MOBILE, ALABAMA

# DRAFT

## Integrated General Reevaluation Report With Supplemental Environmental Impact Statement

July 2018

---



**US Army Corps  
of Engineers**  
Mobile District



-----  
(b)(5)

**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** Cumulative Impacts - Mobile Harbor GRR  
**Date:** Monday, June 18, 2018 2:53:00 PM

---

(b)(6) called and said that he wants an updated copy of Appendix C Section 4 when we have added the Impacts of the channel on Dauphin Island. I told him we would have that within the next couple of days. I told him it will take us up to the last minute to include the channel's impacts to the shorelines of Mobile Bay.

Let me know if that is a problem.

(b)(6)

**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** ER 1105-2-100  
**Date:** Wednesday, June 20, 2018 10:51:00 AM

---

(b)(6)

See page E-68 of ER 1105-2-100 for the \$300k discussion on beneficial use.

(b)(6)





**From:** (b)(6)  
**To:** (b)(6)  
**Cc:** (b)(6)  
**Subject:** focus group Jun 25 2018.pptx  
**Date:** Friday, June 22, 2018 1:49:00 PM  
**Attachments:** [focus group Jun 25 2018.pptx](#)

---

(b)(6) Attached are the slides for Monday's focus group meeting. (b)(6) will attend from the Corps.



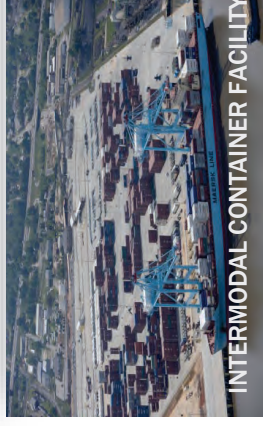


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# MOBILE HARBOR PROJECT



- **Project authorized in the Water Resources Development Act of 1986 in accordance with the 1981 Chief's Report.**
- **Full-Service Seaport -- 10th Largest in the United States - Balanced Trade (Strong Export Market)**
  - ✓ 58M tons handled port-wide. ASPA terminals represent 25 - 29M tons annually
- **Port of Mobile has sustained growth in steel, petroleum and containerized cargoes**
  - ✓ Record 2017 20% growth in containerized cargo – automotive, aviation, forest products, chemicals, poultry
  - ✓ Now ranked No. 2 steel port in the United States
  - ✓ 10 New Ocean Carriers Added Service into Mobile in 2016-2017
- **The Port of Mobile Drives the Regional Economy**
  - ✓ Alabama State Port Authority terminals alone generate 153,000 jobs and \$25.1B in total economic value
  - ✓ Private Petroleum / Petroleum Products terminals alone generate 5,220 jobs and \$687M in economic value
- **Modernizing Mobile Harbor is Necessary Because**
  - ✓ 2/3's of the Port of Mobile's vessel traffic is restricted or delayed.
  - ✓ Larger Ships Now Transit North American Trade Lanes
  - ✓ Channel Deficiencies and Vessel Transit Inefficiencies Directly Impact Shipper Costs and Competitiveness
  - ✓ Mobile's Port-side Infrastructure Investments have met Shipper Needs (\$500+ Million Invested) - Channel Investment Necessary to Leverage Non-federal Sponsor investment and Regional Growth



INTERMODAL CONTAINER FACILITY



MCDUFFIE COAL TERMINAL



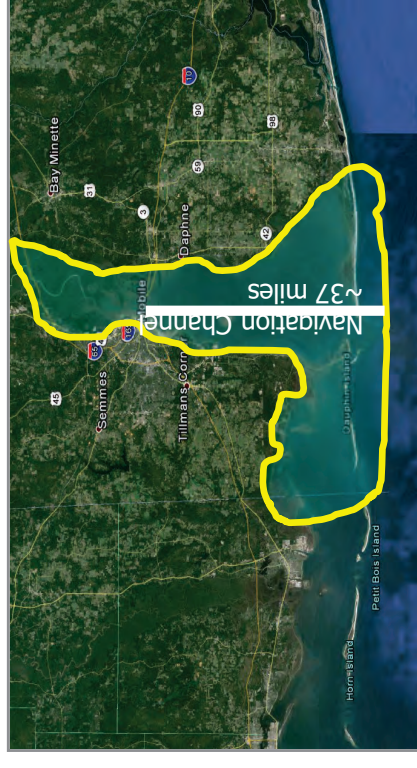
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# MOBILE HARBOR PROJECT



## Mobile Bay and Watershed

- *The Mobile Bay Watershed is the 6th largest river basin in the United States with five rivers forming the 2nd largest delta in the US, and the 4th largest watershed based on drainage area* (Mobile, Tensaw, Blakeley, Spanish, and Apalachee). Environmentally and economically important because of the exceptional biological diversity and productivity which provides habitat for various invertebrates, fishes, waterfowl, migrant birds, as well as, other game and non-game species.
- *Mobile Delta is one of the most diverse ecosystems in the US with 3 types of wetland habitats, extensive seagrasses, 200+ species of fish, major shellfish communities, and 300+ species of birds and reptiles.* The Delta is one of the most important and valuable natural resources in the US.
- *Alabama Seafood Industry Economic Impact.* Commercial species harvests provide a valuable source of revenue for the state contributing approximately \$461M in revenue annually and 10,000 jobs. The most common commercial species obtained from Alabama waters are shrimp, blue crabs, oysters, and numerous species of fish.
- *Coastal tourism and recreation provide local economic benefits including boating, fishing, swimming, and sight seeing.* Saltwater species provide the vast majority of fish caught recreationally in the Mobile Bay system.
- *Cultural Resources.* The Mobile area is rich in both pre-historic and historic cultural resources.





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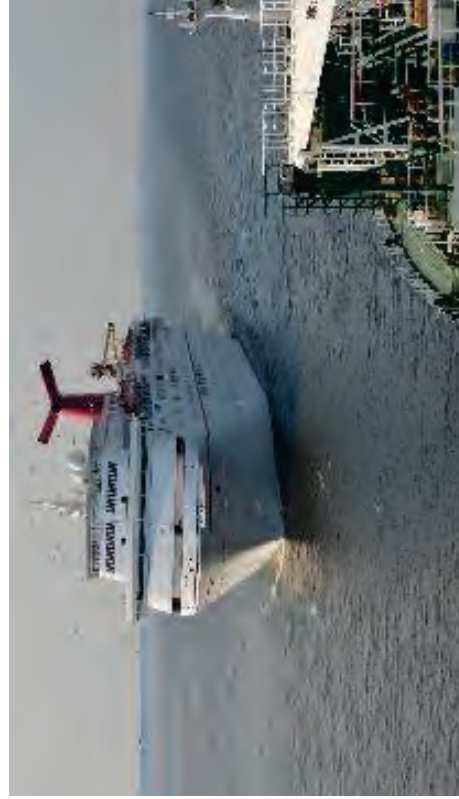
# MOBILE HARBOR PROJECT ALTERNATIVES



U.S. ARMY

- Initial**
- Deepening: 47 to 55 feet Including Turning Basin
  - Bend Easing
  - Widener: 100 and 150 feet 5, 10, 15 miles in length

- Tentatively Selected Plan**
- Deepening: 50 feet Including Turning Basin
  - Bend Easing
  - Widener: 100 feet 3 miles in length







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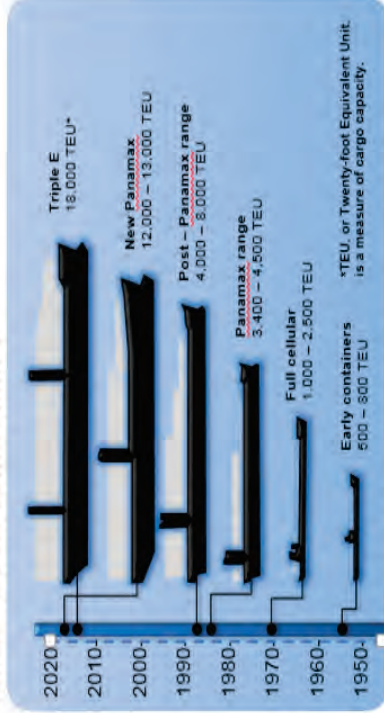
# MOBILE HARBOR PROJECT



## ECONOMIC CONSIDERATIONS



Mobile Harbor Trade Routes



### Evolution of container ships

Post-Panamax ships make up 16% of the world's container fleet today, but carry 45% of the cargo. New Panamax ships are the largest that can pass through the new locks in 2016.

### Concepts Behind Mobile Harbor Economic Analysis

- Growth is assumed only to the capacity of the facilities
- Deeper channels allow vessels to load more efficiently
- Channel widening reduces transit delays/wait times to gain efficiencies
- The project benefits are reduction in transportation costs

Commodity Forecast

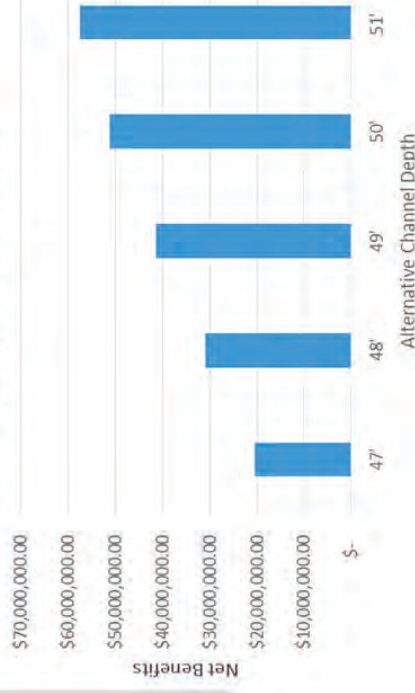
**Major Components of Mobile Harbor Economic Analysis**

World Fleet Forecast

Mobile Fleet Forecast

Historic Vessel Calls

Preliminary Deepening Net Benefits



**National Economic Development (NED) Plan maximizes net benefits at 51 foot depth**



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# MOBILE HARBOR PROJECT



## ENVIRONMENTAL CONSIDERATIONS

### FISHERIES ASSESSMENT

Understand relationships between salinity and fish populations to predict potential impacts. Conducted spring/summer fish sampling.

### OYSTER MODELING

Map existing oyster reefs and determine larvae distribution patterns throughout the Bay. Evaluate potential impacts to oysters based on the predictive water quality and hydrodynamic models.

### SUBMERGED AQUATIC-VEGETATION (SAV) ASSESSMENT AND MAPPING

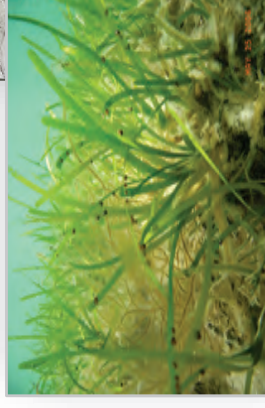
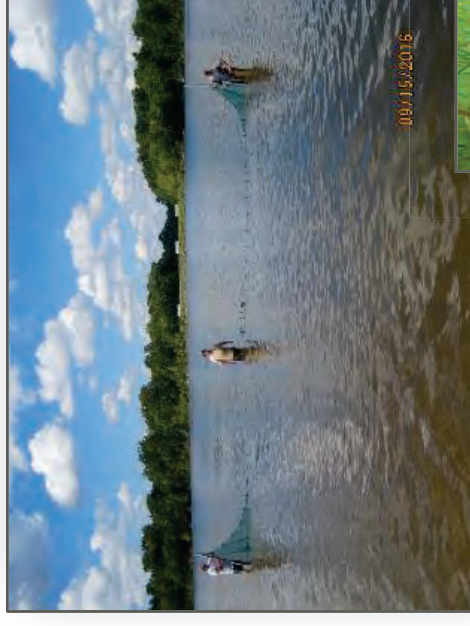
Identify and map distribution of existing sea grasses to establish baseline used in determining potential impacts based on water quality model results.

### WETLAND ASSESSMENT AND MAPPING

Identify and map the distribution of existing wetland communities to understand potential impacts based on water quality model results

### BENTHIC COMMUNITY ASSESSMENT

Establish baseline conditions to analyze impacts to benthos from water-quality and saltwater intrusion based on information obtained through water-quality modeling





## ENVIRONMENTAL CONSIDERATIONS

### CLASSIFY SUBSURFACE CONDITIONS

Compile and evaluate all existing subsurface data for the navigation channel sediments. Collect additional subsurface samples/borings to determine sediment composition and potential contamination.

### SHIP WAKE ANALYSIS

Estimate increases in waves and associated effects due to future ship traffic.

### SEDIMENT TRANSPORT MODELING

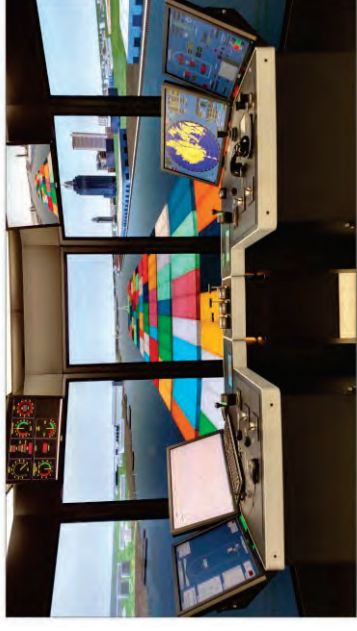
Collect baseline data and develop hydrodynamic and sediment transport models to characterize the physical conditions and sediment transport processes of the study area.

### ENVIRONMENTAL JUSTICE ISSUES

Evaluate the impacts to human and social environments. This will also include impacts from air quality and noise pollution.

### CULTURAL RESOURCES

Evaluate potential impacts to Historic Properties in compliance with the National Historic Preservation Act.



**Data Collection Parameters**

- Average along stream velocity
- Water level (NAVD88)
- Turbidity
- Salinity
- Temperature
- Automatic sampling for Total Suspended Solids
- Wave height (ship wake)

Map labels: North Mobile River, Tensaw River, Ship Wake, Tide Docks, AR@CW, BR@CW.

Image © 2016 TerraMetrics





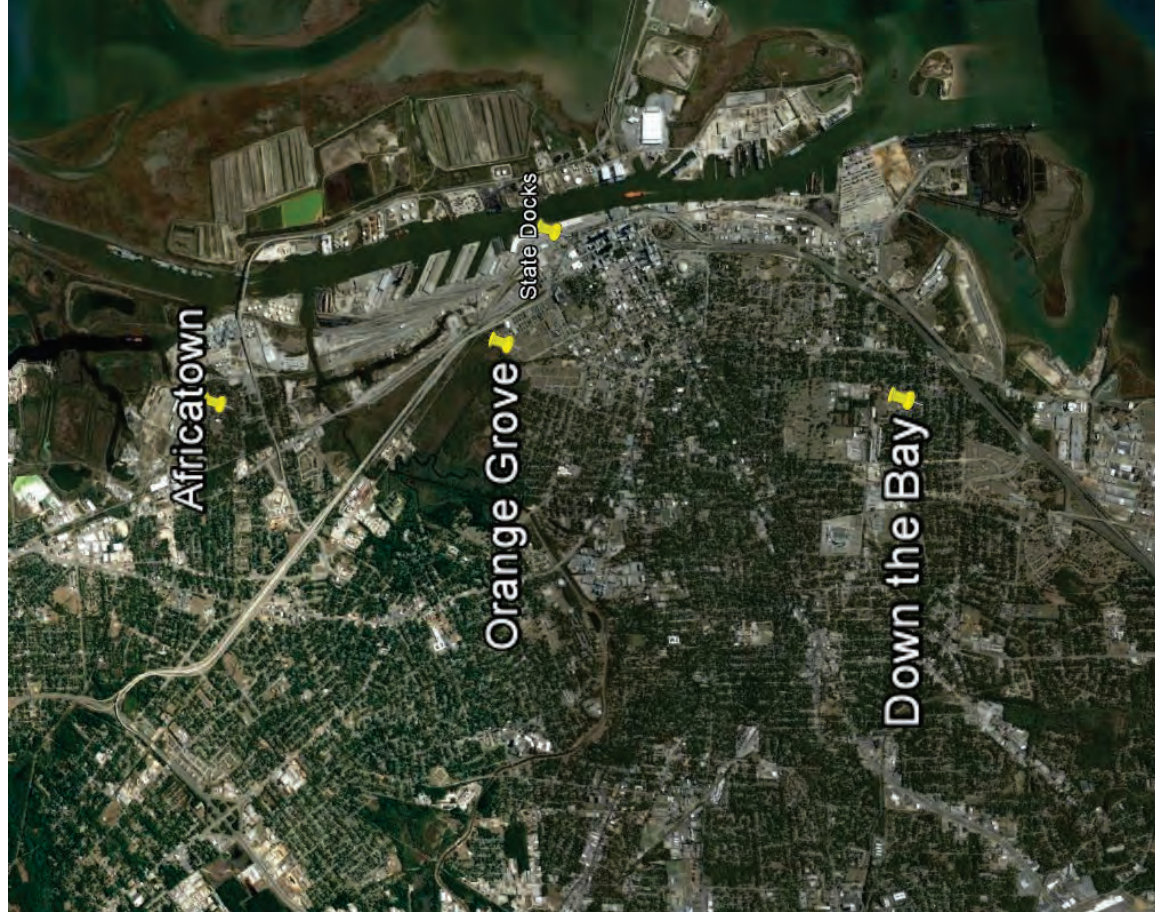
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# MOBILE HARBOR PROJECT



## ENVIRONMENTAL JUSTICE EXECUTIVE ORDER 12898

- Identify and address disproportionately high and adverse health or environmental project effects on minority and low-income populations by considering natural or physical effects on human health, economics, and social environment.
- Mobile Harbor GRR is analyzing effects to communities and human health due to changes in:
  - Air quality from increased ship traffic
  - Water quality related to channel modifications
  - Noise from increased Port activities
  - Impacts from coal transportation
  - Traffic, transportation, development, and infrastructure
  - Foreseeable future Port Activities



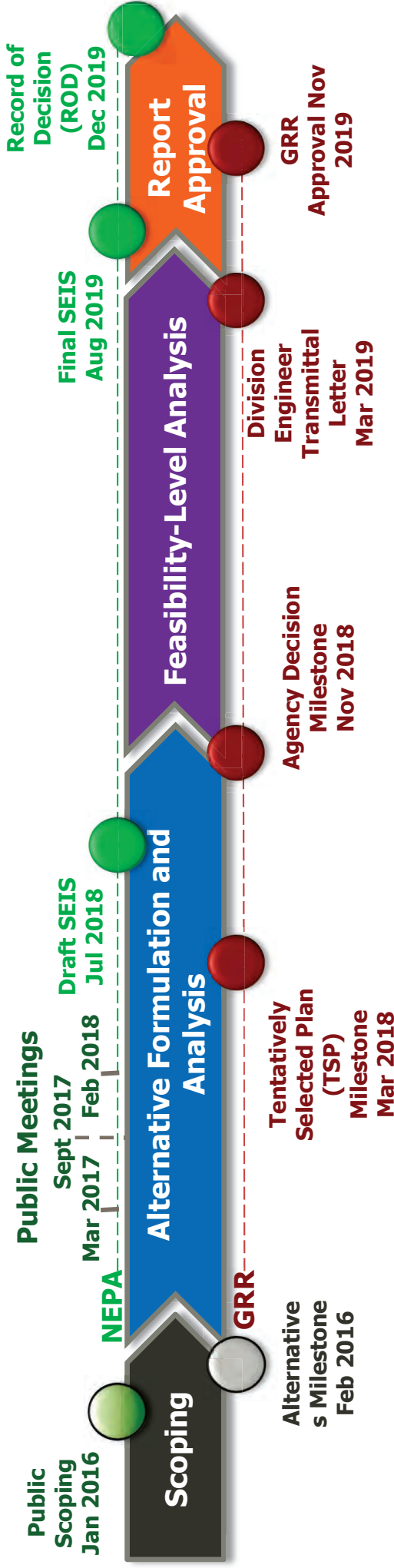


US Army Corps  
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# MOBILE HARBOR PROJECT



## PROJECT SCHEDULE (48 MONTHS)





US Army Corps  
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# MOBILE HARBOR PROJECT



## Submit Your Comments

Your input will assure that all concerns have been considered during the study. Submit your comments in any of the following ways:



Email: [MobileHarborGRR@usace.army.mil](mailto:MobileHarborGRR@usace.army.mil)



Postal Mail:

U.S. Army Corps of Engineers

ATTN: PD-F

P.O. Box 2288

Mobile, AL 36628

## Stay Informed



Biweekly updates and project documents on the project website : [www.sam.usace.army.mil/Mission/Program-and-Project-Management/Civil-Projects/Mobile-Harbor-GRR/](http://www.sam.usace.army.mil/Mission/Program-and-Project-Management/Civil-Projects/Mobile-Harbor-GRR/)



Sign up for the Listserve on the project website to receive a copy of the quarterly bulletin.

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[Instagram.com/USACEMobile](https://www.instagram.com/USACEMobile)

**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** FW: [Non-DoD Source] Corps presents facts in misleading way about Dauphin Island  
**Date:** Thursday, June 28, 2018 9:08:00 AM  
**Attachments:** [1993 sand berm January 4 MEM Bar Channel.pdf picture.png](#)  
[Slides GRR 22 Feb 2018 Public Meeting - Final - \(SLIDES\) copy.png](#)

---

(b)(6) If you “view as html” this e-mail, it shows the placement site.



From: (b)(6)@gmail.com  
Sent: Wednesday, June 27, 2018 9:53 PM  
To: (b)(6)@gmail.com>  
Subject: [Non-DoD Source] Corps presents facts in misleading way about Dauphin Island

I sent the following email to the Mobile District’s Colonel DeLapp showing further evidence how the Corps has been lying to the public about their different sand dumpsite to help Dauphin Island.

I wanted to show him a picture of the Corps’ designated 2018 “near shore” dumpsite to help Dauphin Island, was the same dumpsite, the Corps proposed in 1993, to trick and mislead Congressman Bevill into believing that the pictured 1993 “near shore” dumpsite would be used to protect Dauphin Island.

After reading my letter to Col. DeLapp, I think you will be disgusted to find out that not one of the sand dumpsite the Corps has used in the past 31 years, has helped Dauphin Island’s erosion. It is just a huge pack of lies, and it shows the Corps’ abuse of power and control over Dauphin Island.

Even during the settlement of the 2009 Corps' Lawsuit, the Corps led the people in to believing that dumping sand into the feeder berm and SIBUA would help the erosion on Dauphin Island

Per the Joint Notice of the Proposed Settlement... Dated July 15, 2005 guarantees the following: In this original documentation under III Settlement Agreement Terms, it states "Concomitant with the initiation of these studies, and in addition to the above, the Corps agrees to certain dredging and disposal practices. Specifically, the Corps agrees to conduct its ongoing Channel maintenance operations to deposit material dredged from the Channel into the shallowest alternate site currently available.... Such practices will continue even if the case were dismissed."

DOJ 1-34 NRS-#586101-v1-DIPOA\_U\_S\_\_\_Fairness\_Memorandum\_as\_filed Approval Op. at 6. ("[T]he entire island will benefit from the mitigation and prevention of further erosion.")...., the Second Addendum re-affirms the Corps' commitment to deposit dredged material in the beneficial use areas designated originally under the LSA. Moreover, these legally binding commitments are consonant entirely with the Corps' "national policy for both beneficial use and regional sediment management that stresses that [the Corps] identify areas that . . . can keep the sediment in[] the system as much as possible." Tr. at 148:11- 14 (Rees).

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The facts about Mobile District Corps treatment of Dauphin Island has never been disclosed in detail, before now. I have provided you with the information to please help save the Island.

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With warmest regards,

(b)(6)

Dear Col. DeLapp,

I am putting you on notice of the Federal Laws governing the 2018 Draft Supplemental EIS/GRR for the Mobile

Harbor.

§ 1502.9 Draft, final, and supplemental statements which states:

“The draft statement must fulfill and satisfy to the fullest extent possible the requirements established for final statements in section 102(2)(C) of the Act. If a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion. The agency shall make every effort to disclose and discuss at appropriate points in the draft statement all major points of view on the environmental impacts of the alternatives including the proposed action.”

I wanted to make sure that the Draft Supplement Environmental Impact Statements for the Mobile Harbor and channels discloses all major points of the Corps' past and present maintenance dredging and the environmental and erosional impacts to Dauphin Island.

Since there has been no transparency of the Corps mitigating the erosion on Dauphin Island, and the Corps not fully answering the public questions at the Corps' meetings before the 2018 Supplemental Environmental Impact Statement/Mobile Harbor GRR and the Corps not disclosing any details about the Island's erosion in the Draft Alabama Barrier Island Restoration Assessment Report for Dauphin Island. Nor has the Corps answers significant questions about the Mobile Harbor project or the past consequences of the Corps action. The Corps must fully disclose all things pertaining to the maintenance dredging of the Outer Bar Channel and Dauphin Island's environmental and erosional impacts, in the 2018 Draft Supplement Environmental Impact Statement.

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1993 picture of “near shore” site shown to Congressman Beville

The Corps knew that Congressman Bevill was extremely concerned about the erosion to Dauphin Island from the District Colonel's letter in 1992. In Oct. 1992, the Corps briefed Congressman Bevill on the severe erosion on Dauphin Island.

Why did the Corps show the picture of the "near shore" site to Mr. Bevill, if the Corps was not going to use "near shore" site to protect Dauphin Island?

The Corps made Congressman Bevill falsely rely on the Corps' pictures of the "near shore" site, including putting his trust that the Corps would use the "near shore" dumpsite to protect Dauphin Island.

The Corps showing the picture of the "near shore" dumpsite and then countering the picture with a Corps' internal memo stating "This does not mean we would direct the Contractor to use one over the other" to deliberately deceive Congressman Bevill is beyond incredible.

Col. DeLapp, how does the Corps explain that at the 2018 Corps' public meeting on new massive expansion to the Mobile Harbor Channels, the Corps showed the same "near shore" dumpsite in one of their poster, The poster also showed the outline of SIBUA and the feeder berm.

Corps' 2018 poster of "near shore" site for Dauphin Island

I hope the Corps is not going to try trick the public again, and use the same deceptive practices as they used in 1993, to get out of mitigating to the erosion on Dauphin Island; that the site can be used as dumpsite, but the Corps would not require their dredging contractors to use it.

If the "near shore" site did not work over 25 years ago, why does the Corps think it will work now?

Col. DeLapp, the Corps employees are not telling you the truth that either the feeder berm or the Sand Island Beneficial Use Area (SIBUA) has helped the Corps' mitigation of the erosional impacts to Dauphin Island.

According to Corps documents, the feeder berm did not help Dauphin Island and the Corps dumpsite SIBUA, is in

too deep of water and was only changed from the feeder berm site to SIBUA to save the Alabama State Port Authority \$73 thousand dollars, NOT TO HELP DAUPHIN ISLAND.

According to a Corps' 1997 document, the Feeder Berm (Sand Island Bar) does not work, because it broke into three segments.

The northernmost segment migrated northeastward,  
the middle segment gradually lost volume and disappeared,  
and part of the southern segment remained where placed initially.

That means that none of the sand in the Feeder berm has made it to Dauphin Island.

According to a Corps' 1996 document, the Corps wanted to change the dumpsite to SIBUA to decrease hauling distance and use "greater depths for equipment suitability" and "Potential for significantly reducing the local cost share and could eliminate it" the cost to the Port Authority of \$73 thousand dollars.

The Corps did not tell the people of Dauphin Island that they were changing the site to SIBUA so that the Port Authority did not have to pay any money to protect Dauphin Island, according to the Corps documents, they told the people that the SIBUA would help nourish the beaches of Dauphin Island.

In the Corps' March 1997 Joint Public Notice Sand Island Beneficial Use Area were untrue statements:

"Erosion has occurred in the vicinity of Dauphin Island and suitable material placed in the proposed Sand Island Beneficial Use Area would aid in beach nourishment through the littoral transport process."

The Corps statement about SIBUA in 1997:

"We agree that the rate of disposal material migration would be increased by placement of the material in shallower depths. Our intentions for designation of this beneficial use area generally included cost-efficient disposal within the littoral zone. The operational cost to place the material in average depths of 15 feet as suggested in the comments will likely be increased over that expected for disposal of the material in deeper water"

In 1998, the Corps lies in their statement,

"Additional efforts to provide for beneficial uses of the material dredged from the main ship channel started in 1995 with the proposed designation of the Sand Island Beneficial Use Area. The characteristics of this area are similar to those of the 'feeder berm' site and therefore material placed within this area should augment the littoral drift system of Sand - Pelican Islands as well as western Dauphin Island."



In a 2001 Corps' document about SIBUA:

“Dredge disposal material from the Mobile bar channel was composed of fine sand material and was placed on the upper part of the SIBUA above the -7.6-m (-25-ft) contour. There is little evidence that this material moved very far from the placement site based on the bathymetric changes and grain-size analysis”

The Corps finally admitted they do not know where the sand in SIBUA goes, in a December 12, 2017 meeting, and they admitted that only one-half of the sand has moved out of SIBUA in over 20 years, in the Corps' public meeting in February 2018, but again the Corps didn't say where the 7.5 million cubic yards of sand went.

I sure hope the Corps employees are not relying on the feeder berm or the SIBUA dumpsite in the 2018 SEIS/GRR for the Mobile Harbor, to restore sand to Dauphin Island, because according to Corps' documentation neither one helps the erosion to the shoreline.

I am putting you on notice of the Federal Law for the 2018 DRAFT SEIS/GRR for the Mobile Harbor and to make sure the Corps puts in their reports, all of their options and costs to place sand to mitigate the erosion to the adjacent shoreline of Dauphin Island, caused by the Corps maintenance dredging of the Federally Authorized Mobile Harbor Project.

In the 2018 Mobile Harbor Draft SEIS/GRR, the Mobile District Corps needs to disclose that the Corps is not following the Federal Laws, which state that the non-Federal interests is responsible for paying their part of the costs to mitigate the erosion on Dauphin Island.

33 U.S. Code § 2211 – Harbors

(b) Operation and maintenance

(c) Erosion or shoaling attributable to Federal navigation works: Costs of constructing projects or measures for the prevention or mitigation of erosion or shoaling damages attributable to Federal navigation works shall be shared in the same proportion as the cost sharing provisions applicable to the project causing such erosion or shoaling. The non-Federal interests for the project causing the erosion or shoaling shall agree to operate and maintain such measures.

Col. DeLapp, I hope the Corps will not rely on its only one single study, the Byrnes 2008, paid-for-by-the-Corps Lawsuit study, as the basis to not mitigate the erosion and not give sand to Dauphin Island.

The Corps' single study, Byrnes 2008, is contradicted by all other studies including:

- \* All of the past US Geological Survey studies that state the Corps dredging of the Mobile Pass is the cause of the erosion to the Dauphin Island's shoreline, Morton's 2004, 2007, 2008, and 2013.
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\* All of Robert Dean's statements and studies on Dauphin Island.

In addition, the Corps knew that during the lawsuit, the eminent Coastal Engineer, Dr. Robert Dean, University of Florida (Plaintiffs) "indicated that the [Byrnes 2008] Final Report was fundamentally flawed, not reliable and at best inconclusive." The Corps knew that in Dr. Dean's "Concluding Report", he questioned multiple facts about the Corps' sediment data in the "2008 Final Report" for the lawsuit.

Also, the Corps refuses to admit, Dr. Robert Dean, DID NOT AGREE WITH BYRNES 2008 STUDY during the lawsuit and the fact that

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Furthermore, according to an internal Corps' 2011 Memo, the Corps' sediment budget analysis was incorrect and it was used in the 2008 Byrnes lawsuit study.

For your information, District Engineer, COL Drake Wilson who was one of the most revered and respected District Engineers to have led the Mobile District over the last +40 years stated in 1975:

"We take this material out to sea about 10 to 15 miles and dump it. We have in inventory some equipment that can take this material out and pump it onto the beach approximately there near Fort Gaines, and our studies thus far indicate that the littoral drift, that is the drift of the current, would generally carry that material on down along the island. This solution appeals to us because it costs nothing. That is, we have to dredge the harbor anyway - - we pay for that under the maintenance of the harbor expenditures and we can pump it out and put it onto the beach for just about the same price that we could take it out into the Gulf and dump it... We have already set in motion those steps necessary to get the proper type of equipment that would do this. It will probably be a year and a half or two years before we would have all that ready."

Col. DeLapp, the facts shows the Corps' blatant dishonesty. The Corps' deception surrounding Dauphin Island is too deep, and I hope you have the courage and strength of character to take a stand against the Mobile District's Corps' past and present exploitation of Dauphin Island.

Sincerely,

(b)(6)





Source: Esri, DigitalGlobe, GeoEye, Earthstar GeoEye, USDA, USGS, AEX, Comstock, AeroGRID, IGN, ICB, User Contributed

**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** FW: [Non-DoD Source] Corps presents facts in misleading way about Dauphin Island  
**Date:** Thursday, June 28, 2018 9:12:00 AM  
**Attachments:** [1993 sand berm January 4 MEM Bar Channel.pdf picture.png](#)  
[Slides GRR 22 Feb 2018 Public Meeting - Final - \(SLIDES\) copy.png](#)

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Not sure who all received this letter...



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**Sent:** Wednesday, June 27, 2018 9:53 PM  
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Sincerely,

(b)(6)





POINT CL

Mobile Bay

Fort Morgan Peninsula

Mobile Harbor Lower Bay Channel  
Existing: 45' x 400'  
Preliminary Plan: 50' x 400' with  
5 Mile Passing Lane 50' x 500'

Mobile Harbor Entrance Channel  
Existing: 47' x 600'  
Preliminary Plan: 52' x 600'

Mobile Bay

Dauphin Island

Sand Pelican Islands

ODMDS

Mississippi  
River

Gulf of Mexico

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geo  
USDA, USDA, AEX, Comstock, AeroGRID, IGN, I  
User Community

**From:** (b)(6)  
**To:** (b)(6)  
**Subject:** 20 NAV SAD Mobile Harbor AL.doc  
**Date:** Friday, June 29, 2018 11:25:00 AM  
**Attachments:** [20 NAV SAD Mobile Harbor AL.doc](#)

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APPROPRIATION TITLE: Investigations, Fiscal Year 2020

PRECONSTRUCTION ENGINEERING AND DESIGN – New

Total Estimated Federal Cost	Allocation Prior to FY 2017	Allocation in FY 2017	Allocation in FY 2018	Presumed Allocation in FY 2019	Budgeted Amount in 2020	Additional to Complete After FY 2020
\$	\$	\$	\$	\$	\$	\$
1,875,000	0	0	0	0 <u>2/</u>	1,875,000 <u>1/</u>	0

PROJECT NAME: Mobile Harbor, Alabama (AL) - Navigation

Mobile Harbor is located in southwest Alabama and extends from the Gulf of Mexico through Mobile Bay to the mouth of Mobile River at the City of Mobile, Alabama, a distance of approximately 39 miles.

The Port of Mobile is the twelfth largest port in terms of tonnage in the United States. Its largest commodities are coal, crude, oil and petroleum. The Port has seen a large increase in steel traffic because of the recently completed \$4.6 billion steel facility constructed just north of Mobile and expects to see increased container ship traffic due to the Airbus Assembly Plant that began production in 2015. The Water Resources Development Act of 1986 authorized the Corps to deepen and widen the Mobile Harbor, Alabama project as follows: deepening and widening of the entrance channel to 57 feet by 700 feet, and deepening and widening of the Mobile Bay channel from the mouth to south of Mobile River to 55 feet by 550 feet, for a total of 27 miles; deepening and widening an additional 4.2 miles of the Mobile Bay channel to 55 feet by 650 feet; and a 55-foot deep anchorage and turning basin in the vicinity of Little Sand Island. Portions of the authorized project have been constructed including deepening of the entrance channel to 47 feet by 600 feet, extending the upper channel by 4,600 feet to a depth of 45 feet, and constructing the turning basin in the vicinity of Little Sand Island to a depth of 45 feet.

The General Re-evaluation Report (GRR) is scheduled to complete in February 2019. The recommended project is estimated to cost \$423,540,000 with an estimated Federal cost of \$317,655,000 and an estimated non-Federal cost of \$105,885,000. Of this amount, \$2,500,000 is estimated to be needed to complete PED with an estimated Federal cost of \$1,875,000 and an estimated non-Federal cost of \$625,000. The benefit-cost ratio is for this construction is 2.6. The Non-Federal sponsor is the Alabama State Port Authority (ASPA), and they remain actively involved and prepared to cost share. The initial design agreement was executed August 14, 2012. The first amendment was executed May 2, 2014. The second amended design agreement was signed on November 9, 2015. The design agreement is scheduled to be signed on 1 May 2019. The sponsor has confirmed that they have funds available to finance the PED portion of this project. The project cost sharing is 75% Federal and 25% Non-Federal. All outputs of the study are in accord with Administration policy.

Total Estimated Preconstruction Engineering and Design Costs	\$	2,500,000
Federal Share		1,875,000
Non-Federal Share		625,000

Division: South Atlantic

District: Mobile

Mobile Harbor, AL

The project is authorized for construction by Section 104 of the River and Harbor Act of 3 September 1954 (H. Doc. 74, 83rd Congress, First Session, as amended, and previous acts) with a cost sharing requirement of 75% Federal and 25% Non-Federal. The project was not included in the FY 2019 President's Budget. Fiscal Year 2020 funds will be used to initiate and complete PED including development of surveys, geotechnical and other field data and initiation of detailed design of the project. The completion date for PED is 2021.

Study Authority: Originally authorized by resolution of the Committee on Public Works, dated 24 June 1965 with Chief's Report approval on November 18, 1981.

1/ Estimated Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 was \$0. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2020 from prior appropriations for use on this effort is \$0.

2/ There was no Conference Amount available at the time the J-sheet was prepared. The amount shown is the President's budget amount for FY 2019.

\$ 0 rescinded from the study

\$ 0 transferred to the Flood Control and Coastal Emergencies (FCCE) account.