



**US Army Corps of Engineers
Mobile District**

**Public Scoping Report
for the
Mobile Harbor General Reevaluation Report
Supplemental Environmental Impact Statement
Public Scoping Meeting - Tuesday, January 12, 2016
Mobile, Alabama**

A public scoping meeting was held Tuesday, January 12, 2016 to introduce the preparation of the Mobile Harbor General Reevaluation Report (GRR) for evaluating the deepening and widening of Mobile Harbor, including the preparation of the Supplemental Environmental Impact Statement (SEIS). The public scoping meeting was hosted by the U.S. Army Corps of Engineers Mobile District (USACE, Mobile District). The meeting was held at the Mobile Alabama Cruise Terminal, 201 S. Water Street, Mobile, Alabama from 5:00 PM to 8:00 PM. A court reporter was made available to provide an opportunity for meeting attendees make an oral statement for the record. A comment form was also available for those attendees wishing to provide their comments in writing. In addition, the public was given opportunities to submit comments by mail and/or email.

USACE employees in attendance were as follows:

- Colonel John Chytka (District Commander, Mobile District)
- Pat Robbins (Public Affairs Office)
- Peter Taylor (Chief, Program Management)
- Curtis Flakes (Chief, Planning and Environmental Division)
- Wynne Fuller (Chief, Operations Division)
- Doug Otto (Chief, Engineering Division)
- Joseph Givhan (Office of Council)
- Dr. Susan Rees (Director, Coastal Resiliency Program)
- Jennifer Jacobson (Chief, Environmental and Resources Branch)
- Linda Barnett (Chief, Coastal Environment Team)
- Todd Boatman (Chief, Plan Formulation Branch)
- Elaine Baxter (Chief, Plan Formulation Team)
- Joseph Paine (Plan Formulation Team)
- David Newell (Project Manager)
- Larry Parson (Coastal Environment Team)
- Julie McGuire (Economist, Deep Draft Navigation Center)

- Allen Wilson (Archeologist, Inland Environment Team)
- Justin McDonald (Lead Project Engineer for Civil Works)
- Elizabeth Godsey (Coastal Engineer)
- Caitlin Schwall (Economist)
- Walker Messer (Economist)
- Brandy Alexander (Program Management)
- Nathan Lovelace (Operations Division)
- Ashely Kleinschrodt (Operations Division)
- Stephen Reid (Operations Division)
- Russel Blount (Real Estate Division)
- John Tetreau (Real Estate Division)

Additionally, numerous persons from industry, cooperating agencies, and the general public were in attendance. Approximate public attendance count was 48.

The public scoping workshop consisted of stations pertaining to the SEIS process and the various disciplines considered in the study. Each station consisted of posters containing information about the study and was staffed by technical experts to answer questions (see Appendix A for posters). The purpose of the workshop was to receive public input regarding preparation of a Draft SEIS to address potential impacts associated with improving the Mobile Harbor Federal Navigation Channel within Mobile County, Alabama. The Draft SEIS will be used as a basis for ensuring compliance with the National Environmental Policy Act (NEPA) and evaluating environmental impacts of alternative plans against “No Action.” The meeting was announced to the public by a news release in the Press Register and by the USACE public notice process (Appendix B). Comments could be submitted via court reporter in attendance, comment form (available at the meeting), mail, and email for which information was provided at the workshop. All comments received for this public meeting are included in Appendix C.

Information provided via the posters at the numerous stations manned by the Corps of Engineers technical experts about the feasibility study included:

- Welcome and General Public Information
- Overview of the USACE Planning Process
- Overview of Alabama State Port Authority Operations
- Current Dredging and Disposal Practices for Mobile Harbor
- Economic Analysis of Mobile Harbor Operations
- Problems and Opportunities for Mobile Harbor
- The NEPA Process
- Environmental Considerations
- Cultural Resources
- Overview of a SEIS
- Engineering Considerations
- Maps of Mobile Harbor and Sections of the Navigation Channel

19 written and oral comments were received at the meeting. Another 32 written comments were received via an email account setup specifically for receipt of public comments pertaining to the Mobile Harbor GRR. An additional 113 comments were also obtained through the U.S. Postal service regular mail. In total, 164 public comments were received. All public comments received will be considered in the GRR study. An explanation of how each comment was addressed in the GRR/SEIS document will be prepared and included in the Draft SEIS. The list below provides a summary of the public comments that were submitted through this public scoping process:

Project Support

- Full support of project for economic growth of the port
- Support for the widening of the shipping channel to maintain its competitive position in a world economy to continue to provide timely and valuable shipments of products

Environmental/Natural Resources

- Dredging would destroy the grasses in Mobile Bay
- Impacts of larger ships and increased traffic to marshes, SAV's, and wetlands
- Effects of saltwater intrusion to freshwater supplies, oyster reefs, fisheries, and other estuarine habitats.
- Conduct air quality analysis
- General effect on Mobile Bay resources
- Mitigation of significant impacts
- Concerns about the overall impacts on fish and wildlife

Fisheries

- Concerns about impacts to oyster reefs in Dog River, which supply the bay with fertilized oyster eggs, being covered with muck from dredged material placement and the subsequent loss of oysters in the bay.
- Overall loss of oysters in the bay
- Impacts to commercial fisheries

Shoreline Erosion

- Increase in shoreline erosion on Dauphin Island
- Sand should be used to restore Dauphin Island beaches instead of dumped offshore
- Migration of sand being interrupted by ship channel
- Study doesn't address historic land loss caused by the navigation channel
- Mobile shipping channel has disrupted the natural flow of sand to Dauphin Island
- Effects of boat wake on shoreline erosion
- Interruption of littoral drift
- Mitigation of shoreline erosion

Climate

- Effects of the increased ship traffic on greenhouse gas production and climate change need to be addressed

Economic

- Funding from oil spill should not be used for channel deepening and widening
- Money is being used to fund studies instead of implementing ways to conserve the Dauphin Island coastline
- Economic impact to property investments
- Declining property values

Disposal of Dredged Material

- Concerns about the dredged material placement in the bay; would prefer placement in the Gulf
- Utilization of shallow water deposition methods for Dauphin Island that have been used to build back Petit Bois Island
- Concerns that the sand placed at Sand Island to counter the erosion at Dauphin Island is not moving as planned, and would like the practice to be reevaluated via an EIS and a Dredged Materials Disposal Plan created with the input of the public
- Evaluate the long term disposal needs and the ability to dispose in an environmentally responsible manner
- All methods of disposal should be studied to understand which benefits the environment the greatest/least
- Understanding the fate of the sands placed in the Sand Island Beneficial Use Area, due to current scientific evidence stating that the sand is being placed in water too deep to allow migration of the sand
- Use of containment structures required to hold the silty clay/fine grain material in place
- Use of dredged material to maintain Dauphin Island

Compliance with Laws and Regulations

- COE is not in compliance with section 5 of the River and Harbor Act of 1935
- Prepare a Dredged Material Disposal Master Plan for Mobile Bay
- Corps promoting its own agenda without regard to public interest
- Improper NEPA documentation

Public Involvement

- Public should be involved in the Regional Sediment Management Strategy for Mobile Bay
- Creation of a citizen advisory board to address the problems and solutions associated with the project
- COE has purposefully excluded the citizens of Dauphin Island from the Regional Sediment Management Strategy for Mobile Bay
- No opportunity for public comment

Environmental Justice

- Consideration of cumulative adverse socioeconomic and environmental effects potentially associated with the project that could impact the environmental justice communities
- Ensure all existing community plans are incorporated in the review to eliminate one plan contradicting another
- Identify the types of commodities projected to benefit from the project, and identify the commodities as hazardous, flammable, toxic, or otherwise deleterious to human health and safety
- Performing objectively to assure all concerned interests are given equal consideration
- Corps of Engineers has a disrespect for public and natural resources

Appendix A Posters



WELCOME Public Information Meeting

Mobile Harbor General Reevaluation Study

The US Army Corps of Engineers and the Alabama State Port Authority are conducting a study to determine the feasibility of enlarging the size of the channel leading to and from port facilities located in Mobile Bay. The study includes: Economics, Engineering, and Environmental conditions.

Your Input Is Wanted

Why?

Your input will assure that all concerns have been considered during the study.

How?

Using comment forms provided at display tables,

Oral comments to Court Reporter,

Email: MobileHarborGRR@usace.army.mil

or

Postal Mail: U.S. Army Corps of Engineers

ATTN: Coastal Environment Team

P.O. Box 2288

Mobile, AL 36628

When?

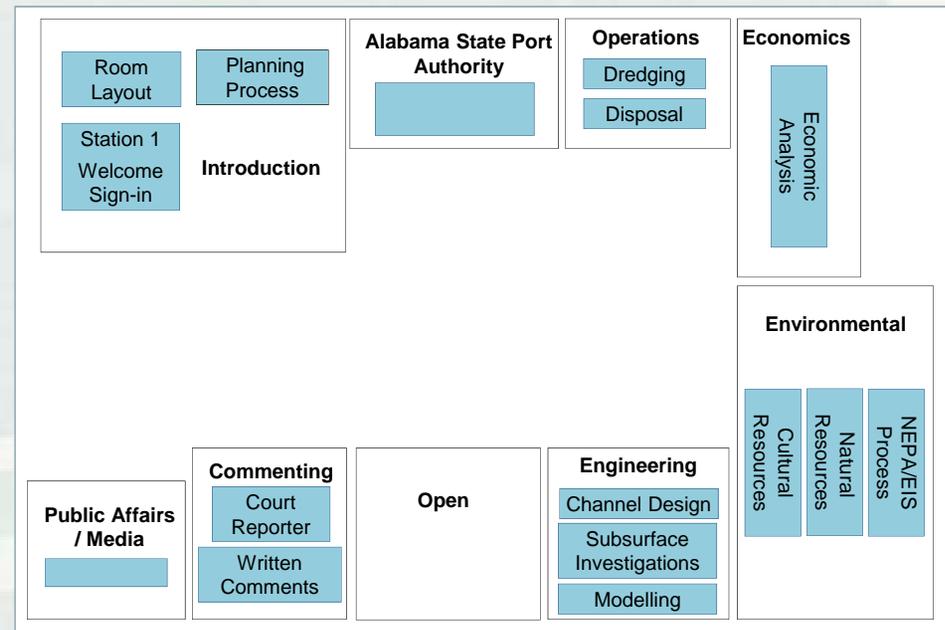
Comments are due by February 11, 2016.

Meeting Format

Information about our study process, the port, and the anticipated analyses for economics, environmental, and engineering are presented this evening at various stations as shown below. It is a self-guided layout.

You are welcome to visit every station, at no particular order. If you choose, you may visit the comment station only.

ROOM LAYOUT



THANK YOU for attending this evening.



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PLANNING PROCESS

Background

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. Since that time, the majority of the channel was enlarged to 45 feet deep and 400 feet wide.

In 2014, the Alabama State Port Authority requested that the Corps of Engineers consider deepening and widening the existing Mobile Harbor Channel to its authorized dimensions.

In response to that request, a General Reevaluation Report (GRR) will be prepared that details the feasibility of widening and deepening the channel up to and including the authorized dimensions.



General Reevaluation Report (GRR)

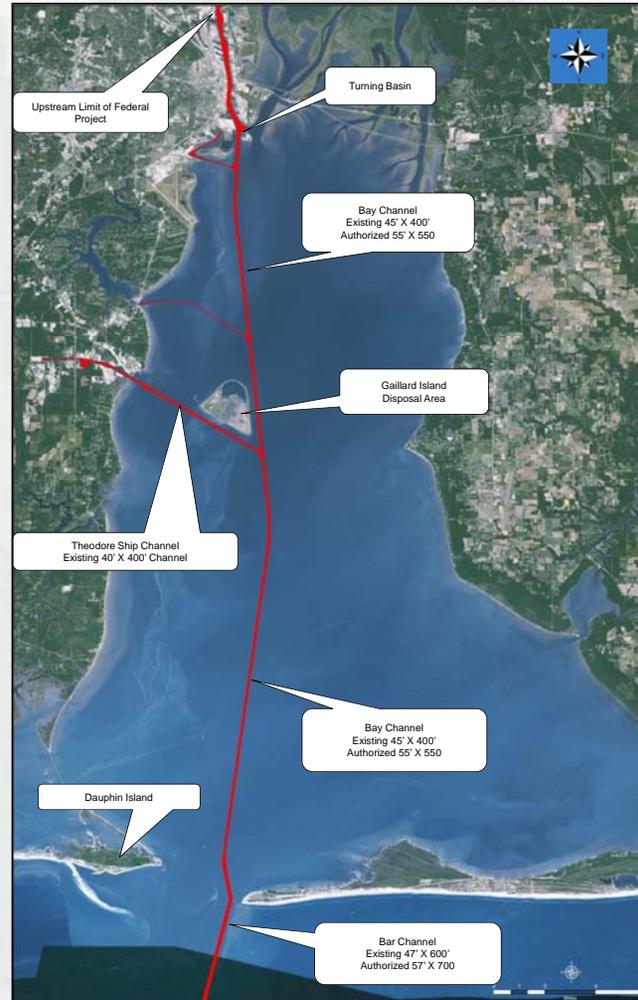
The elements and process of developing a GRR are defined in legislation and in Corps guidance.

The purpose of a GRR is to investigate and recommend solution(s) to water resources problems. These studies are cost shared with a non-Federal sponsor.

The study will incorporate engineering, economic, real estate and environmental analyses.

It is anticipated that the GRR will be a 4 year, \$7.8M effort.

Along with the GRR, an integrated **Supplemental Environmental Impact Statement (SEIS)** will be developed. The SEIS will define the current environmental conditions to compare with the environmental effects of any proposed action and its alternatives. The SEIS will identify potential consequences and the mitigation needed to minimize adverse impacts.



The Federal Objective

The Federal objective of water and related land resources project planning is to contribute to national economic development (NED) consistent with protecting the Nation's environment, pursuant to national environmental statutes, applicable executive orders, and other Federal planning requirements.

Water and related land resources project plans shall be formulated to alleviate problems and take advantage of opportunities in ways that contribute to this objective.

Projects shall contribute to NED. While project benefits have to exceed project costs the project to be recommended will have the greatest net NED benefits of the alternatives considered.



Review Process

The GRR along with the integrated SEIS will undergo the following reviews during its development:

- District Quality Control (DQC)
- Agency Technical Review (ATR)
- Independent External Peer Review (IEPR)
- Public Review
- State and Agency Review



MOBILE HARBOR GENERAL REEVALUATION REPORT



ALABAMA STATE PORT AUTHORITY (ASPA) MOBILE HARBOR DEEPENING AND WIDENING CONSIDERATIONS

Full Service Seaport -- 12th Largest in the U.S.

- ✓ 55+ Million Tons Handled Port Wide.
ASPA Terminals Represents 25-29 Million Tons Annually

ASPA Growth Steadily Climbs – Records Set in 2014

- ✓ 29.1 Million Tons and \$162.3 Million in Revenue

Port of Mobile has a Strong Export Market

Sustained Growth in Steel, Coal, Petroleum, Poultry and Containerized Cargoes

The Port of Mobile Contributes Significantly to the Nation's Economy

- ✓ Alabama State Port Authority Terminals [alone](#) generate 127,591 Jobs and \$18.7 Billion in total economic value
- ✓ Private Petroleum / Petroleum Products Terminals alone generate 5,220 Jobs and \$687 Million in economic value.



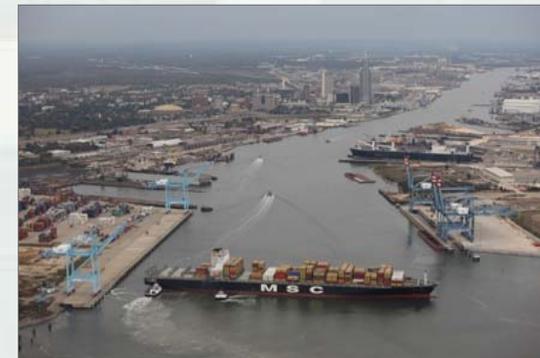
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MOBILE HARBOR GENERAL REEVALUTATION REPORT



ALABAMA STATE PORT AUTHORITY MOBILE HARBOR DEEPENING AND WIDENING CONSIDERATIONS MEGATRENDS IN GLOBAL TRADE

- ✓ Population Growth in the U.S. Southeast Urban Areas Will Double by 2060 (USGS - July 2014)
- ✓ Year-to-Year E-Commerce Sales Growth Outlook is 14% and M-Commerce Sales Growth Outlook is 23% Generating Demand for Logistics and Supply Chain Management Investments in Port-Centric Areas (Goldman Sachs - 2014)
- ✓ Long-range Global Demand for Steel (World Bank - July 2014) and Met Coal (EIA - May 2014) will Moderately Increase – **Port of Mobile is the 2nd Largest Met Coal Port and 2nd Largest Steel Port in the Nation**
- ✓ U.S. Manufacturing Growth is Up (The Manufacturers Alliance for Productivity and Innovation Sept. 2014): Driving Forces: Aviation/Aerospace, Automotive, Medical Equipment, Electronics - Most Ship via the Container – **Port of Mobile Serves These Markets**
- ✓ Long-range Demand for U.S. Agricultural Products (USDA - Feb 2014) – **Port of Mobile Serves U.S. Poultry and Forest Products Exports**
- ✓ Ocean Carriers' Long-range Focus is on Larger Ships, Terminal Technology and Berth Productivity - This Produces Economies of Scale and Increased Efficiency) (Journal of Commerce/PIERS: Port Productivity, July, 2014)



MOBILE HARBOR GENERAL REEVALUTATION REPORT

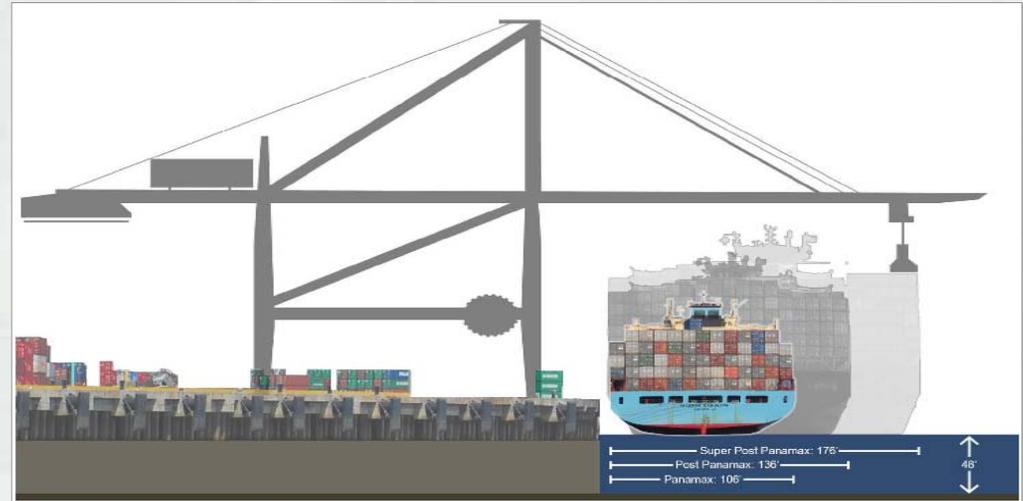


ALABAMA STATE PORT AUTHORITY MOBILE HARBOR DEEPENING AND WIDENING DELIVERS



Vessel Size & Utilization

- ✓ A Deeper and Wider Channel at Mobile Improves Shipper Efficiency and Lowers Costs
- ✓ At Current Depths Carriers and Shippers Cannot Fully Utilize Available Vessel Capacity
- ✓ Two thirds of the Vessels Calling Mobile are Restricted by Depth
- ✓ Two thirds of the Vessels Calling Mobile are Restricted to One-Way or Daylight Transit
- ✓ CMA CGM Asian Service Will Begin Using 8000 TEU Ships at Mobile Upon Panama Canal Opening – Mobile's 45 ft. Draft Limits Full Utilization of Vessel Capacity and Reduces the Port's Slot Allocation
- ✓ For Its Three Largest Carriers, Mobile is the Last Port of Call Prior to Miami (soon to be at 50 ft.) and Freeport (currently at 52 ft.). Mobile's 45 ft. Draft Contributes to Inefficient Vessel Utilization



Navigation & Safety

- ✓ Cape / Post-Panamax / Wide-body Tanker Traffic On the Rise
- ✓ Daylight / One-Way Channel Restrictions Delay Panamax Ships Calling Today
- ✓ Channel Delays Increase Vessel and Shipper Cost
- ✓ Higher Costs Impact U.S. Competitiveness and Consumer Prices

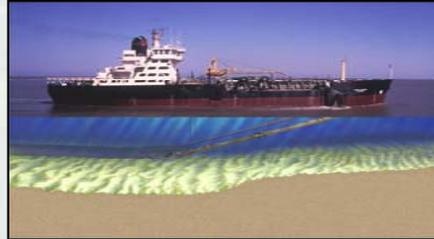


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Current Dredging and Disposal

Hopper Dredge



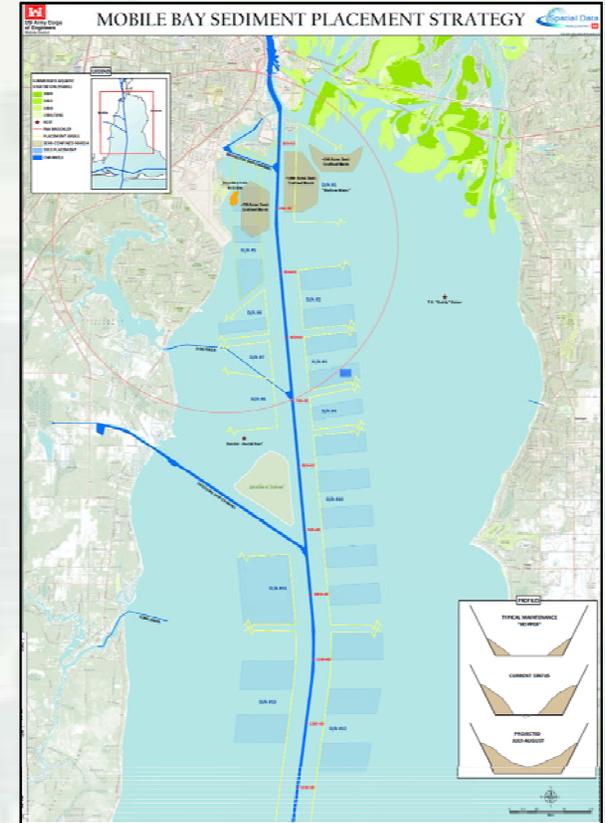
Cutterhead/Pipeline Dredge



Mechanical Dredge



Mobile Bar Channel Maintenance Material
Currently placed in Sand Island Beneficial Use Site
(sandy material)



Mobile Bay Channel Maintenance Material
Currently placed in open water sites and ocean site
(silt/mud material)

New Work Disposal Options

- Beneficial Use
- Ocean Disposal
- Open Water adjacent to channel
- Upland Disposal





Corps Economic Analysis for Mobile Harbor



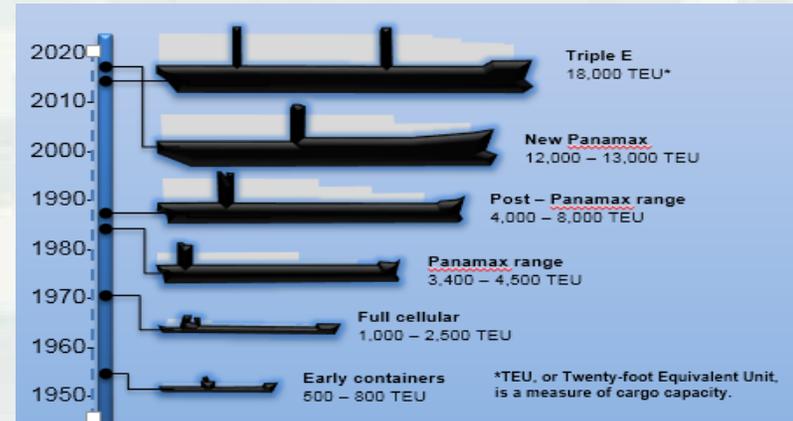
Concepts behind Mobile Harbor Economic Analysis:

- Larger Post-Panamax vessels are deployed on routes with ports with deeper channels and large volumes of trade
- Deeper channels allow for greater vessel loading resulting in trade route efficiency
- Vessel sailing drafts vary from port to port on trade routes and services
- Total voyage distance and amount of cargo are main determinants of vessel operating costs
- The project benefits would be a reduction in transportation costs for goods (imports/exports) shipped through the Mobile Harbor with deepening/widening



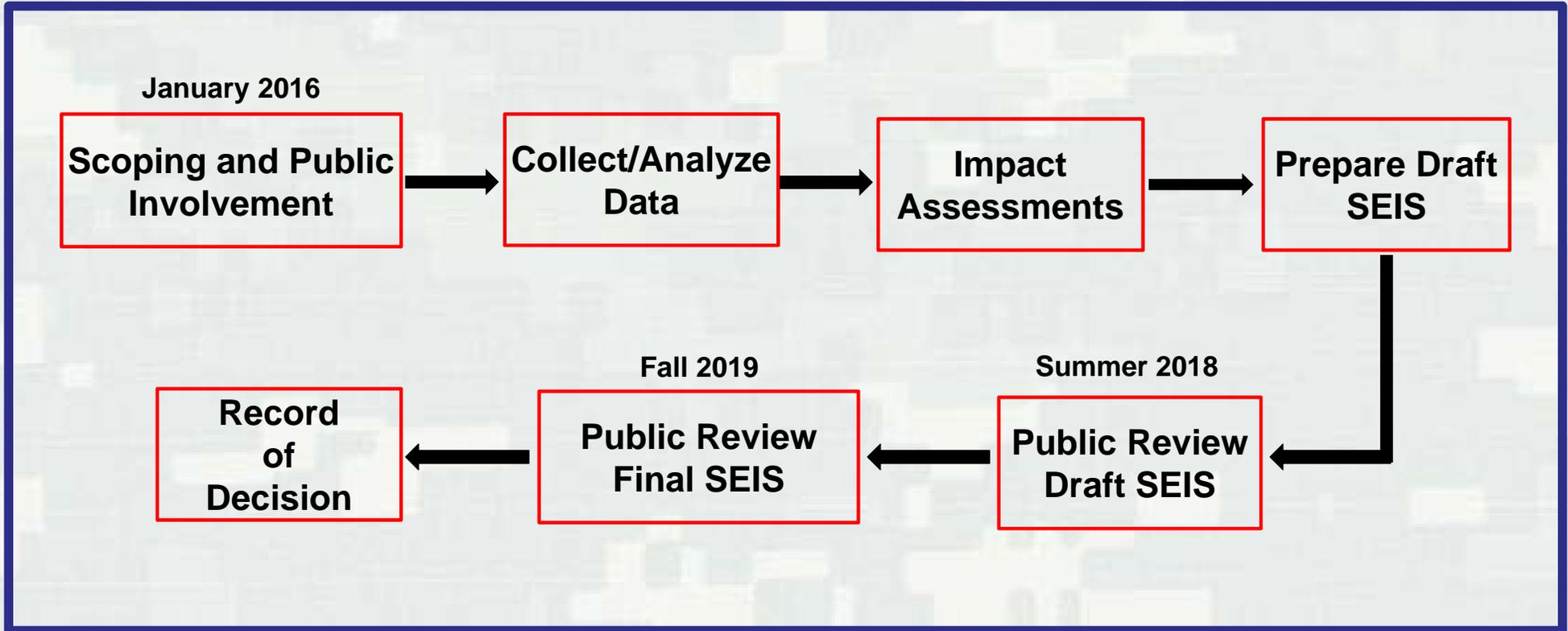
Evolution of container ships

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





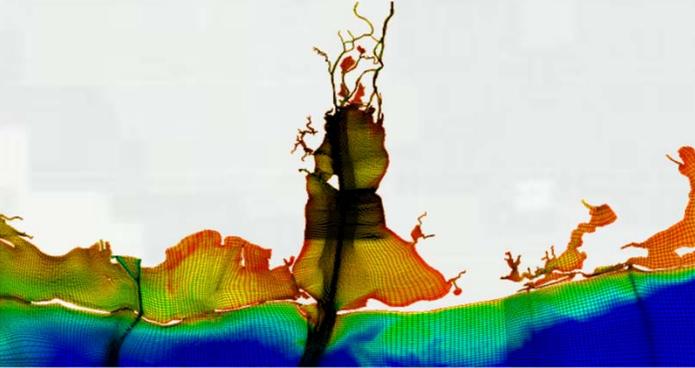
The NEPA Process





ENVIRONMENTAL CONSIDERATIONS

Water Quality



- Evaluate water quality associated with widening and/or deepening channel
 - Saltwater intrusion
 - Dissolved oxygen
 - Nutrients
 - Temperature
- Possible long-term transformations to Bay
 - Salinity regime
 - Marsh and wetlands conversion
 - Fisheries
 - Benthic communities

Natural Resources Evaluations



- Biological surveys to determine baseline resources
- Impact assessments
- Mitigation requirements



Essential Fish Habitat

- Waters and substrates necessary to fish for spawning, breeding, feeding, or growth to maturity
- Includes aquatic areas and associated physical, chemical, and biological properties
- More effective habitat management and protection of marine fisheries
- Fisheries of concern
 - Red drum
 - Shrimp
 - Stone crab
 - Reef fish
 - Coastal pelagic
 - Migratory species



Submerged Aquatic Vegetation (SAV)



- Detailed information on distribution of SAV
- Protection of seagrasses from turbidity sources

Federally Protected Species Considered

- Gulf sturgeon
- Piping Plover
- Red knot
- Marine mammals
- Sea turtles
- Alabama red bellied turtle





ENVIRONMENTAL CONSIDERATIONS

Other Considerations

- Air quality
- Noise
- Sediment characterization
- Contaminants
- Socio-Economic Impacts
- Potential Impacts to Dauphin Island



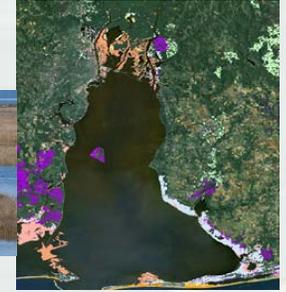
Coastal Processes

- Ship wake on Shoreline of Mobile Bay
 - Bigger ships
 - Increase in traffic
- Hydrodynamics
 - Waves and currents
- Sedimentation
- Change in Sediment transport



Marsh and Wetland Resources

- Bay Intertidal marshes
- Riverine wetlands
- Delta wetlands

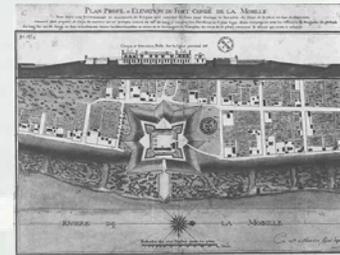


Cultural Resources

- Section 106 of the National Historic Preservation Act (NHPA) 1966
 - Requires lead Federal agency take into account the effects to any district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places.
- Rich maritime history dating back to colonial times, including the Battle of Mobile Bay during the Civil War.
- Areas proposed for dredging or disposal evaluated for cultural resources prior to construction or disposal.
- Located resources will be evaluated for direct and indirect effects.

Disposal Options

- Ocean disposal
- Existing authorized sites
- Potential Beneficial use opportunities
 - Island creation
 - Marsh restoration
 - Shoreline protection/restoration
 - Oyster restoration
 - SAV restoration
 - Bay bottom restoration





What is a Supplemental Environmental Impact Statement (SEIS)?

- The SEIS prepared during this study will review and update the findings of the existing Environmental Impact Statement (EIS) “Mobile Harbor Channel Improvements, Mobile County, Alabama” prepared for the current Mobile Harbor authorization in October 1980. The SEIS will consider additional environmental impacts, based on the introduction of improvement options and major changes in the natural environment or communities.
- An SEIS is a document prepared in accordance with the National Environmental Policy Act (NEPA) that presents the results of the analysis of the environmental effects of a proposed action and its alternatives.
- An SEIS includes opportunities for public involvement in agency planning process.
 - Public Scoping Meeting (January 2016)
 - Public Review of Draft SEIS (Summer 2018)
 - Public Review of Final SEIS (Fall 2019)
- An SEIS includes an analysis of effects of the proposed action on: natural resources (water, air and wildlife), cultural resources, land use, recreation, aesthetics, and socioeconomic impacts
- An SEIS includes a description of the baseline conditions of the affected environment against which effects of the proposed action are evaluated.
- An SEIS identifies potential consequences and appropriate mitigation to minimize adverse impacts

Anticipated Federal and State Cooperating Agencies

- Alabama Department of Environmental Management (ADEM)
- Alabama Department of Conservation and Natural Resources (ADCNR)
- Alabama State Historic Preservation Officer (SHPO)
- Alabama Department of Transportation (ALDOT)
- U.S. Department of Interior (DOI)
- U.S. Fish and Wildlife Service (FWS)
- NOAA National Marine Fisheries Service (NMFS)
- Environmental Protection Agency (EPA)
- U.S. Geological Survey (USGS)
- Federal Emergency Management Agency (FEMA)
- Mobile Bay National Estuary Program (MBNEP)





ENGINEERING CONSIDERATIONS

Channel Analysis and Design

Purpose:

Determine ship motions and controllability to aid design of safe and efficient channel alignments, widths, and depths.



Tools:

Ship Simulator and Channel Design and Evaluation Tool (CADET)

Geotechnical Investigations

Purpose:

Determine the characteristics of subsurface material to identify disposal options, aid in channel design, and reduce uncertainty in dredging costs.



Tools:

Standard Penetration Testing

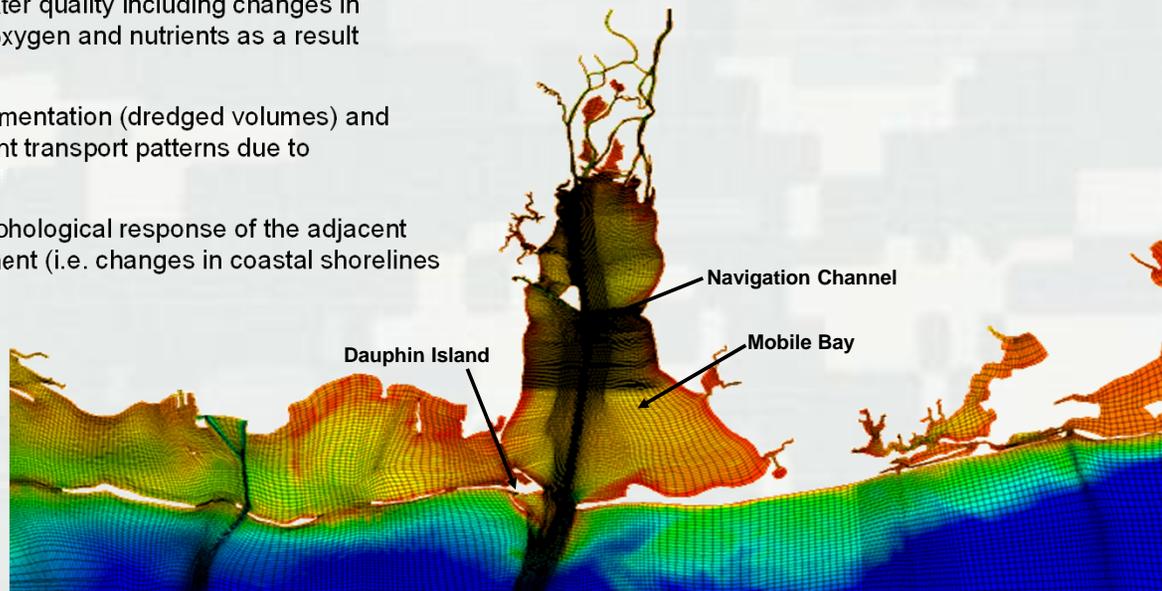
Coastal Numerical Modeling

Purpose:

Evaluate potential changes in water quality including changes in flushing, salinity, dissolved oxygen and nutrients as a result of channel improvements.

Quantify relative changes in sedimentation (dredged volumes) and potential changes in sediment transport patterns due to navigation improvements.

Quantify relative changes in morphological response of the adjacent nearshore coastal environment (i.e. changes in coastal shorelines and nearshore areas).



Model Extents

Tools:

Geophysical Scale Transport Modeling System:

ADCIRC – Regional water level and circulation

STWAVE – Wave

CH3D - Nearshore water level and circulation

CEQUAL-ICM – Water quality

SEDZLJ – Mixed sediment transport

Delft3D Modeling System:

SWAN – Waves

Delft3D Flow -Nearshore water level and circulation

Delft3D Mor – Sediment transport and morphological change



Appendix B
News Release and Public Notices

Press Register

LEGAL AFFIDAVIT

INV#: 0007509431

Remit Payment to:
Alabama Media Group
Dept 77571
P.O. Box 77000
Detroit, MI 48277-0571

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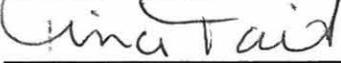
INV#: 0007509431

invoicesupport@acsmi.com

Date	Position	Description	P.O. Number	Ad Size	Total Cost
12/11/2015	Environmnt Notice AL	News Release The U.S. Army Corps of Engineers will host a public scoping meeting for		1 x 42 L	88.25

Tina Graves being sworn, says that she is bookkeeper of Press Register which publishes a newspaper in the City and County of Mobile, State of Alabama: and attached notice appeared in the issue of

Press Register 12/11/2015



Sworn to and subscribed before me this 15th day of December 2015

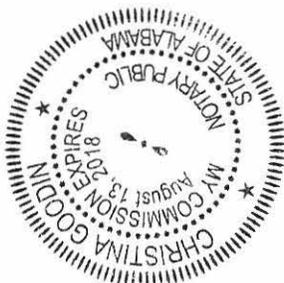


NOTARY PUBLIC

FOR QUESTIONS CONCERNING THIS AFFIDAVIT,
PLEASE CALL TINA GRAVES AT (251) 219-5405.
YOU CAN PLACE A LEGAL NOTICE BY EMAIL OR FAX:
LEGAL@ACSAL.COM OR FAX# (251) 219-5037

News Release
The U.S. Army Corps of Engineers will host a public scoping meeting for activities relating to the preparation of a Draft Supplemental Environmental Impact Statement to evaluate improvements to the Mobile Harbor Federal navigation channel, Mobile, Alabama. Mobile, Alabama - The U.S. Army Corps of Engineers (USACE), Mobile District invites the public to participate in an important public scoping meeting on January 12th, 2016 at the Mobile Alabama Cruise Terminal, 201 S. Water Street, Mobile, Alabama 36602 from 5:00 pm to 8:00 pm.
The purpose of the workshop is to receive public input regarding the preparation of a Draft Supplemental Environmental Impact Statement (DSEIS) to address the potential impacts associated with improving the Mobile Harbor Federal Navigation Channel in Mobile County, Alabama. The DSEIS will be used as a basis for ensuring compliance with the National Environmental Policy Act (NEPA) and evaluating alternative plans including the "No Action". The proposed alternatives identified in the Alternatives Milestone analysis will be evaluated including widening and deepening of selected areas of the navigation channel within the currently authorized dimensions. Public comments can be submitted through a variety of methods. Comments may be submitted to the USACE by mail or email by January 26, 2016. In addition, comments, written or oral, may be submitted at the public meeting.
Any person who has an interest in the proposed activity may attend the public scoping meeting. For more information, please con-

meeting. For more information, please contact Mr. Larry Parson at 251-690-3139 or by email at larry.e.parson@usace.army.mil.
PRESS REGISTER
December 11, 2015





REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
MOBILE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2288
MOBILE, ALABAMA 36628-0001

CESAM-PD-EC
Public Notice No. FP15-MH01-10

December 11, 2015

PUBLIC NOTICE

**U.S. ARMY CORPS OF ENGINEERS,
MOBILE DISTRICT**

**PUBLIC SCOPING MEETING
PREPARATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
TO
EVALUATE IMPROVEMENTS TO THE MOBILE HARBOR FEDERAL NAVIGATION
CHANNEL, MOBILE, ALABAMA**

TO ALL INTERESTED PARTIES:

The U.S. Army Corps of Engineers (USACE), Mobile District is hosting a public scoping meeting January 12, 2016 at the Mobile Alabama Cruise Terminal, 201 S. Water Street, Mobile, Alabama 36602 from 5:00 pm to 8:00 pm. The purpose of the workshop is to receive public input regarding the preparation of a Draft Supplemental Environmental Impact Statement (DSEIS) to address potential impacts associated with improving the Mobile Harbor Federal Navigation Channel in Mobile County, Alabama. The DSEIS will be used as a basis for ensuring compliance with the National Environmental Policy Act (NEPA) and evaluating alternative plans, including the "No Action" plan. The proposed alternatives being identified in the Alternatives Milestone analysis that will be evaluated include widening and deepening of selected areas of the navigation channel within the federally authorized dimensions.

The evaluation will examine the costs and benefits as well as the environmental impacts of modifying the maintained dimensions of the existing Federal project within its federally authorized limits. The purpose of the study will be to determine improvements for safety and efficiency of harbor users. Vessels are experiencing delays leaving and arriving at port facilities and inefficiencies have increased as increased cargo volumes and larger vessels call on the port to handle these increases which have resulted in traffic delays. The Alabama State Port Authority requested the USACE, Mobile District undertake studies to determine the feasibility of deepening and widening the channel to its full federally authorized depths and widths. On October 20, 2014, the Assistant Secretary of the Army approved the direction of General Investigation funds to complete Preconstruction Engineering and Design of channel widening for Mobile Harbor to initiate a General Reevaluation Report, which includes preparation of the DSEIS, to evaluate deepening and widening of the channel to its full federally authorized dimensions.

CORRESPONDENCE: Public comments can be submitted through a variety of methods. Comments may be submitted to the USACE, Mobile District by mail or electronic methods by *January 26, 2016*. In addition, comments (written or oral) may be submitted at the public meeting. Correspondence concerning this notice should refer to Public Notice No. FP15-MH01-10 and should be directed to the District Commander, U.S. Army Engineer District Mobile, P.O. Box 2288, Mobile, Alabama 36628-0001, ATTN: CESAM-PD-EC. For additional information please contact Mr. Larry Parson at (251) 690-3139 or by email at larry.e.parson@usace.army.mil.

A handwritten signature in black ink, appearing to read "Curtis M. Flakes", with a long horizontal line extending to the right.

CURTIS M. FLAKES
U.S. Army Corps of Engineers
Mobile District

employee, the issuance of a security clearance, the reporting of an investigation of an employee, the letting of a contract, or the issuance of a license, grant, or other benefit by the requesting agency, to the extent that the information is relevant and necessary to the requesting agency's decision on the matter.

DISCLOSURE TO THE OFFICE OF PERSONNEL MANAGEMENT ROUTINE USE:

A record from a system of records subject to the Privacy Act and maintained by a DoD Component may be disclosed to the Office of Personnel Management (OPM) concerning information on pay and leave, benefits, retirement deduction, and any other information necessary for the OPM to carry out its legally authorized government-wide personnel management functions and studies.

DATA BREACH REMEDIATION PURPOSES ROUTINE USE:

A record from a system of records maintained by a Component may be disclosed to appropriate agencies, entities, and persons when (1) The Component suspects or has confirmed that the security or confidentiality of the information in the system of records has been compromised; (2) the Component has determined that as a result of the suspected or confirmed compromise there is a risk of harm to economic or property interests, identity theft or fraud, or harm to the security or integrity of this system or other systems or programs (whether maintained by the Component or another agency or entity) that rely upon the compromised information; and (3) the disclosure made to such agencies, entities, and persons is reasonably necessary to assist in connection with the Components efforts to respond to the suspected or confirmed compromise and prevent, minimize, or remedy such harm.

The DoD Blanket Routine Uses set forth at the beginning of the Office of the Secretary of Defense (OSD) compilation of systems of records notices may apply to this system. The complete list of DoD Blanket Routine Uses can be found online at: <http://dpcl.d.defense.gov/Privacy/SORNsIndex/BlanketRoutineUses.aspx>.

* * * * *

RETRIEVABILITY:

Delete entry and replace with "Information is retrieved by last name of recipient, SSN, grade, and/or service."

SAFEGUARDS:

Delete entry and replace with "Accesses are authorized by system

manager, granted by Information Technology Management Directorate to a secure computer application database and are Common Access Card enabled. Users receive annual Privacy Act and information assurance training, and only those individuals with an official "need to know" are provided access. Back-up data and/or paper copies are stored in a locked room and cabinet. Access to this room is controlled by building badge and swipe access granted by the security manager. Access to locked cabinet is controlled by system manager."

* * * * *

SYSTEM MANAGER(S) AND ADDRESS:

Delete entry and replace with "Assistant Director, Military Personnel Division, Human Resources Directorate, Washington Headquarters Services, Department of Defense, 1155 Defense Pentagon, Washington, DC 20301-1155."

NOTIFICATION PROCEDURE:

Delete entry and replace with "Individuals seeking to determine whether information about themselves is contained in this system should address written inquiries to Military Personnel Division, Human Resources Directorate, Washington Headquarters Services, Department of Defense, 1155 Defense Pentagon, Washington, DC 20301-1155.

Signed, written request must include the individual's name, grade, service, and SSN."

RECORD ACCESS PROCEDURES:

Delete entry and replace with "Individuals seeking access to information about themselves contained in this system should address written inquiries to Military Personnel Division, Human Resources Directorate, Washington Headquarters Services, Department of Defense, 1155 Defense Pentagon, Washington, DC 20301-1155.

Signed, written request must include the name and number of this system of records notice, along with the individual's name, grade, service, and SSN."

CONTESTING RECORD PROCEDURES:

Delete entry and replace with "The OSD rules for accessing records, for contesting contents and appealing initial agency determinations are published in Office of Secretary of Defense Administrative Instruction 81; 32 CFR part 311; or may be obtained from the system manager."

* * * * *

[FR Doc. 2015-32286 Filed 12-22-15; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Army, Corps of Engineers

Intent To Prepare a Draft Supplemental Environmental Impact Statement To Evaluate Improvements to the Mobile Harbor Federal Navigation Channel, Mobile, Alabama

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DOD.

ACTION: Notice of intent.

SUMMARY: The Mobile District, U.S. Army Corps of Engineers (Corps) intends to prepare a Draft Supplemental Environmental Impact Statement (DSEIS) to address the potential impacts associated with improving the Mobile Harbor Federal Navigation Channel in Mobile County, AL. The DSEIS will be used as a basis for ensuring compliance with the National Environmental Policy Act (NEPA) and evaluating alternative plans including the "No Action." The proposed alternatives identified in the Alternatives Milestone analysis will be evaluated including widening and deepening of selected areas of the navigation channel within the currently authorized dimensions.

DATES: The scoping meeting will be held on Tuesday, January 12, 2015 from 5:00 p.m. to 8:00 p.m.

ADDRESSES: The scoping meeting will be held at the Mobile Alabama Cruise Terminal, 201 S. Water Street, Mobile, AL 36602.

FOR FURTHER INFORMATION CONTACT:

Questions about the DSEIS should be addressed to Mr. Larry Parson, Coastal Environment Team, Mobile District, U.S. Army Corps of Engineers, P.O. Box 2288, Mobile, AL 36628 by telephone (251) 690-3139 or email him at larry.e.parson@usace.army.mil.

SUPPLEMENTARY INFORMATION:

1. As Authorized in the Water Resources Development Act of 1986 and per the 1981 Chief's Report for Mobile Harbor, Alabama, the major components of the project are as follows: (a) Deepen and widen entrance channel over the bar to 57 by 700 feet, a distance of about 7.4 miles, (b) deepen and widen Mobile Bay Channel from mouth of bay to south of Mobile River, 55 by 550 feet, a distance of about 27.0 miles, (c) deepen and widen an additional 4.2 miles of Mobile Bay Channel to 55 by 650 feet, (d) provide 55-foot deep anchorage area and turning basin in vicinity of Little Sand Island, and (e) deepening the Mobile River channel to 55 feet to a point about 1 mile below the Interstate 10 and U.S. 90 highway tunnels. Also, per the Fiscal Year (FY) 2015

CROmnibus (Pub. L. 113-235): Sec. 110, the Limited Reevaluation Report (LRR) initiated in FY 2012 for the Mobile Harbor, Alabama navigation project shall include evaluation of the full depth of the project as authorized under section 201 of Public Law 99-662 (110 Stat. 4090) at the same non-Federal share of the cost as in the design agreement executed on August 14, 2012.

2. The evaluation will examine the costs and benefits as well as the environmental impacts of modifying the maintained dimensions of the existing Federal project within its authorized limits. The purpose of the study will be to determine improvements for safety and efficiency of harbor users. Vessels are experiencing delays leaving and arriving at port facilities and inefficiencies have increased as the volume of cargo has grown and larger vessels call on the port to handle the increased cargo. Construction of Mobile Harbor to 45-foot depth was completed in FY 1994. The construction depth was limited to 45 feet because the sponsor did not have the funds to construct to the fully authorized depth. A 1300-foot extension in the river channel was a separable element new start with the Project Partnership Agreement (PPA) signed in FY 98 and construction completed in FY 2000. A 1200-foot and a 2100-foot extension in the river channel were also separable element new starts with the PPA signed in FY 2004 and work completed in FY 2008. The Turning Basin was also a separable element new start with the PPA signed in FY 2009 and construction completed in August 2010. Due to traffic changes, vessel delays began being experienced into and out of the port as traffic was limited to one-way as larger ships transited the channel. The Alabama State Port Authority (ASPA) requested that the Corps consider widening a portion of the authorized channel to allow two-way traffic to reduce delays. Subsequently, the Corps initiated an LRR to consider widening a portion of the upper bay channel. The design agreement for the LRR was executed on August 14, 2012. After initial analysis and coordination with the ASPA and its users, the design agreement for the LRR was amended on April 14, 2014 to account for a change in location for the proposed widening to include an approximate 5-mile section of the lower bay channel up to the authorized width of 550 feet and to widen an approximate 2-mile section of the bar channel to its authorized width of 700 feet (all work within the existing project authorization). On June 12, 2014, the ASPA requested that the Corps

undertake additional studies to determine the feasibility of deepening and widening the channel to its full authorized depths and widths. Per letter dated October 20, 2014, the Assistant Secretary of the Army (ASA) approved the direction of General Investigation funds to complete Preconstruction Engineering and Design for the channel widening for Mobile Harbor to initiate a General Reevaluation Report (GRR) to evaluate deepening and widening of the channel to its full authorized dimensions. This letter also directed the Corps to halt all work on the LRR being prepared for the widening project.

3. Scoping:

a. The Corps invites full public participation to promote open communication on the issues surrounding the proposal. All Federal, State, and local agencies, and other persons or organizations that have an interest are urged to participate in the NEPA scoping process. Public meetings will be held to help identify significant issues and to receive public input and comment.

b. The DSEIS will analyze the potential social, economic, and environmental impacts to the local area resulting from improvements to the Mobile Harbor Navigation Project. Specifically, the following major issues will be analyzed in depth in the DSEIS: Hydrologic and hydraulic regimes, water quality, effects on natural resources, sediment transport, threatened and endangered species, essential fish habitat and other marine habitat, air quality, cultural resources, transportation systems, alternatives, secondary and cumulative impacts, socioeconomic impacts, environmental justice (effect on minorities and low-income groups) (Executive Order 12898), and protection of children (Executive Order 13045).

c. The Corps will serve as the lead Federal agency in the preparation of the DSEIS. It is anticipated that the following agencies will be invited and will accept cooperating agency status for the preparation of the DSEIS: U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, National Marine Fisheries Service, Department of Interior, U.S. Geological Survey, Federal Emergency Management Agency, U.S. Department of Transportation, Alabama Department of Environmental Management, Alabama Department of Conservation and Natural Resources, Alabama State Port Authority, Alabama Secretary of State, and Alabama State Historic Preservation Office.

4. The scoping meeting will be held on (see **DATES** and **ADDRESSES**). Actual time(s) and place(s) for subsequent

meetings or workshops will be announced by the Corps by issuance of a public notice and/or notices in the local media.

5. It is anticipated that the DSEIS will be made available for public review in July 2018.

Curtis M. Flakes,

Chief, Planning and Environmental Division.

[FR Doc. 2015-32117 Filed 12-22-15; 8:45 am]

BILLING CODE 3720-58-P

DEPARTMENT OF DEFENSE

Department of the Navy

[Docket ID: USN-2015-HQ-0017]

Privacy Act of 1974; System of Records

AGENCY: Department of the Navy, DoD.
ACTION: Notice to add a new System of Records.

SUMMARY: The Department of the Navy proposes to add a new system of records, N05220-1, entitled "Data Warehouse Business Intelligence System (DWBIS)" to be used as a management tool for statistical analysis, tracking, reporting, and to increase program effectiveness; to direct the workforce education, training, skills, and experience needed to develop and deploy key Information Dominance systems for Naval and DoD programs assigned to this Command; and to analyze the correct staffing needed for key products supported by the Command. This system of records will rely on selected information collected from other authorized personnel and financial systems of records to manage the development of its Acquisition Workforce, Cyber Security, and Information Dominance workforce.

DATES: Comments will be accepted on or before January 22, 2016. This proposed action will be effective the day following the end of the comment period unless comments are received which result in a contrary determination.

ADDRESSES: You may submit comments, identified by docket number and title, by any of the following methods:

* *Federal Rulemaking Portal:* <http://www.regulations.gov>. Follow the instructions for submitting comments.

* *Mail:* Department of Defense, Office of the Deputy Chief Management Officer, Directorate of Oversight and Compliance, Regulatory and Audit Matters Office, 9010 Defense Pentagon, Washington, DC 20301-9010.

Instructions: All submissions received must include the agency name and

Appendix C
Comments Received from the Public Meeting

Court Reporter Transcript

Comment Forms Provided at Meeting

Emailed Comments

Mailed Comments

Court Reporter Transcripts

U.S. ARMY CORPS OF ENGINEERS
PUBLIC SCOPING MEETING
MOBILE HARBOR GENERAL REEVALUATION REPORT

HELD AT THE MOBILE CRUISE TERMINAL
ON WATER STREET
MOBILE, ALABAMA

JANUARY 12, 2016; 5:00-8:00 P.M.

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I N D E X

COMMENTS:

- BY [REDACTED] - page 3
- BY [REDACTED] - page 4
- BY [REDACTED] - page 10
- BY [REDACTED] - page 12
- BY [REDACTED] - page 12
- BY [REDACTED] 14
- BY [REDACTED] - page 24



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NAVARRE, FLORIDA:

I'm very concerned about the impact this is going to have on Dauphin Island. I know it's debatable and it's been argued whether it had an effect in the past or not. But I'm uncomfortable thinking that if it had an effect in the past, that this is going to really increase the scope of the problem as far as the erosion on Dauphin Island. I would hope that within the plans that the Corps of Engineers considers renourishing the island before it begins and then maintaining the island, depositing the sand on any coastlines that are like Dauphin Island that have the potential for erosion.

As a homeowner, I had planned on retiring on Dauphin Island. And I'm afraid to at this point. I've been putting it off now for about three years, and I don't know whether to build on Dauphin Island. I cannot really even sell a house because nobody knows what's going to happen, and people don't want to invest in an area not knowing if erosion is going to become a bigger issue. I'm concerned about the wildlife as well, the effects it will have.

And that's pretty much it.

[REDACTED]

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[REDACTED] BAYOU LA BATRE/IRVINGTON AREA:

I was born and raised in Bayou La Batre. A lot of generations of commercial fishermen, a lot of concern about maintaining habitat, our seafood and people that work in our seafood.

The siltation that we've seen over the years from different projects where there's open water disbursement or islands, protective islands that's always been habitat for net fishing, different species of fish, flounder, sheepshead, mullet. You have areas that you've always worked and always crabbed along the channel and around -- we call it Goat Island. Just the bottoms that we've seen, also on the west side, silted up and destroyed from digging channels and pipelines and everything.

But this project here has raised concern with some of our upper bay fishermen. And after talking with a number of fishermen, [REDACTED] -- his real name is [REDACTED], but we call him [REDACTED]. And after seeing the problems that existed in some of the silting up on the west side -- and this is going to be a hundred times more

[REDACTED]

1 dirt being moved and placed in areas they work. And
2 me being vice president of the Organized Seafood
3 Association -- some of them should be here tonight to
4 show the voice of concern of losing fishing bottoms
5 and worrying about what the State might allow to be
6 done, seeing in the past the State has allowed several
7 things to go on that literally destroyed some of our
8 prime oyster bottoms. And the Corps has done the
9 same thing. And working over the years with Susan
10 Reese way back with this same problem, moving of dirt
11 in the wrong areas without mitigating habitat for our
12 way of life and producing -- a lot of times they'll
13 say we're going to make grass beds. Grass beds, it's
14 all right. But the biomass of oyster reefs and stuff
15 and clam reefs that we've seen is catastrophic to our
16 way of life and the fish and marine life, both
17 recreationally and commercially. It's so important to
18 the people of the State and to the State because the
19 only way that they can get this property, the seafood,
20 is through us.

21 And if you take the fields, we call them
22 water bottoms -- and the bottoms do belong to the
23 people of the State -- and you change these bottoms to

■ be nonproductive bottoms for us, it's not just for us,
2 it's for everybody that loves to eat these fish,
3 crabs, shrimp and oysters.

4 So if this amount of property, the oyster
5 bottoms -- fishing bottoms and also the silt that
6 comes from this, if it's lost, it will never come back
7 because of the type of bottoms it is and the
8 methodology they're using. Because silt has to run
9 downhill. That's the reason we say are you working up
10 the bay or down the bay. Up the bay means at the
11 mouth of the river south. And all the bays and the
12 rivers up here is productive bottoms for down the bay
13 also where there's oysters or crabs coming out of
14 Grand Bay up here. Just so many others. The Tensaw
15 River Delta that feeds the Alabama River.

16 The tonnage that we produce is for him, you
17 and every restaurant that buys our seafood. We can't
18 afford to lose that critical habitat, not only for us
19 but for the natural things, the fish, the crabs that
20 everybody enjoys. So if you make it dry land or pump
21 it above sea level and see ships coming in and causing
22 high amounts of turbidity, wave action and stuff that
23 we've seen, it's going to cause some repercussions.

[REDACTED]

1 We see it down the bay from ship and wave action, the
2 Cedar Point area down off of Alabama Port beach.
3 Ships want to be bigger, more of them. What progress
4 does is a living, healthy bay.

5 What might happen if you wind up putting
6 islands like Gaillard Island -- that's got about
7 11,000 nesting pelicans on there that adds a lot of
8 amounts of what you call waste, increases the
9 pollution to the bay -- with another island up the bay
10 with probably another 22 or 40,000 pelicans? It's
11 going to decrease the quality of the bay, too.

12 What are we going to hand the next
13 generation? If we lose our jobs and our bottoms, your
14 bottoms, you lose your seafood and you lose the people
15 that produce it in these areas.

16 So we have grave concern over projects that
17 might cause what we've seen in the past, cost jobs and
18 production. And I hope -- I hope we have enough
19 insight as being the stewards and as the State being
20 the managers. It belongs to the people of the State.
21 That was ruled in court a long time ago. With the
22 property rights, it actually is the people. Seafood
23 is the property of the State to be held in trust for

■ the people of the State. And that's law 9-12-20,
2 title 9, State of Alabama. If the people don't
3 protect it and the State don't protect it, our state,
4 our country, our next generation will not be able to
5 work and feed from the bottoms that we have fed from.

6 It's kind of scary if you pollute it out,
7 dig it up, cover it up, silt it up. I have my
8 concerns. I like to see our people out there working.
9 And I like to eat good seafood. As you know, that's
10 good flounder bottom. We have some good fishing that
11 produces that.

12 We hope the Corps will take into
13 consideration the value of our way of life versus
14 foreign countries' way of life. There's nothing wrong
15 with the channel, but I've seen the results of other
16 digging. And they say, well, it's profitable to the
17 State what they've done. Maybe so. But who's going
18 to feed us in the future? I don't think some of these
19 countries like America. At least it don't look that
20 way. And I want to depend on our own people to feed
21 us, not a third world country.

22 We hope the people consider what they do in
23 any project, whether it's an outfall line, a berm, an

island, how you place it, where you place the berm. what are you going to do if all this wipes out some of the areas that we just re-layed oysters from just a few years back? we could lose thousands and thousands of barrels of oysters that we could use for seed oysters and creating productive reefs and habitat if this is not done properly. Not a good idea as far as our fishermen are concerned.

So we want them to hear from the fishermen and the people that have done it for generations and want to keep on doing it. we believe it's part of our Constitutional rights because we harvest this property. And property is one of the things that we're entitled to by the Fifth Amendment and the 14th Amendment. Plus seafood is our property and our bottoms is our property. So what if you take our bottoms away from us for a third world country, for a few ships and claim you're doing improvements? I'll tell you I sure hate losing our oyster reefs and our flounder bottoms and our crabbing bottoms for the next 500 years maybe if they put in as much dirt as they plan on putting there in the next five to 25 years. It's going to be there a long time, a real long time.

[REDACTED]

1 My grandchildren won't be able to enjoy it. Neither
2 will yours. So maybe the birds will enjoy it. But
3 I'm going to tell you eating pelicans is not good.

Comment #3

* * * * *

5 [REDACTED] MOBILE, ALABAMA:

6 I have properties on Dauphin Island. And
7 I'm also the vice president on the board of Sandcastle
8 Condominiums, which is located on the east end beach,
9 50 Forney Johnston Road.

10 My first concern is that the dredging,
11 although I support it for industry reasons, but I
12 would like to see an environmental study regarding the
13 erosion problem that the east end is experiencing and,
14 before any more dredging is done, that there are some
15 outlines as to where that sand is going to be put. If
16 you look -- I'm a lifelong resident of Mobile and my
17 family have property on Dauphin Island. The east end
18 of Sand Island is going away. As you dredge,
19 obviously you dig a hole in the sand, the sand falls
20 down to the hole. The closest sand to the hole goes
21 first.

22 Same thing with the east end of the island.
23 Years ago they had a problem where the fort was being

[REDACTED]

1 eroded away. So they blocked it up and they installed
2 jetties. That solved that problem. The sand couldn't
3 come from there anymore, but it came from Audubon,
4 which is just next to that. And it came from
5 Audubon's subdivision and it came from Sandcastle's
6 beach and surf club's beach. They protected the very
7 east -- the very corner of the east end but did
8 nothing with the adjacent properties. And we have
9 lost about 220 feet of beach, and that was the last
10 estimate three years ago. I don't know where we're at
11 now. Sand Island in front of us is totally gone.
12 Sand Island is now to the far west of us, which it
13 used to be across from us and closer to the
14 lighthouse.

15 So I'm asking, one, that there be some
16 research into what they can do to prevent any more
17 erosion with this dredging. And, number two, what can
18 be done to take the sand that they're digging up and
19 putting it back to the area that's been eroded from?
20 And again, the areas that are closest to the dredging,
21 the east end of the island, Dauphin Island, and the
22 east end of Sand Island.

23 * * * * *

[REDACTED]

■ [REDACTED] [REDACTED]

■ [REDACTED] live at Dauphin Island. I was not
 3 impressed, I guess, with how little anyone knew about
 4 the meeting. Probably better word could have gotten
 5 out somehow to especially island residents. I don't
 6 know about the other people. But I thought the people
 7 here were very prepared. And I was greatly
 8 enlightened with the whole Corps of Engineers
 9 procedures. I had no idea.

10 I'm glad to find out that they're going to
 11 be studying this for years before they actually do it.
 12 That tells me at least we're going to be better
 13 prepared than if we were jumping into something
 14 quickly.

Comment #5

* * * * *

16 [REDACTED], DAUPHIN ISLAND, ALABAMA:

17 I have a house on Dauphin Island. My son
 18 lives there most of the time. I spend as much time as
 19 I can, my wife and I do. And we enjoy the island.

20 I'm going to read this to you. You go ahead
 21 and take this down. I'm also going to put this in the
 22 box.

23 My concern is simple. I own a house on

[REDACTED]

1 [REDACTED] at
2 Dauphin Island and have owned it since 1988. During
3 my time on the island I've watched our beach erode to
4 a fraction of what it once was. I understand the
5 signs of migration of sand east to west with migrating
6 sand from the east replacing sand which migrates to
7 the west, unless the migration of the sand is
8 interrupted -- and that's stressed, that phrase.

9 Common sense tells us that the ship channel
10 interrupts the flow of sand -- interrupts the flow of
11 sand. When the channel is dredged, the sand which
12 would otherwise have replenished the beaches of
13 Dauphin Island is and has historically been taken out
14 to locations in which it will not migrate to Dauphin
15 Island with the result that the beaches continue to
16 steadily erode.

17 The Supplemental EIS must address these
18 facts and concerns. The method of disposing of the
19 sand dredged from the channel must be changed.
20 Otherwise the erosion will continue unabated. If the
21 erosion resulted in beaches replenished, the benefits
22 are clear. Not only will the island and the
23 environment benefit, but the island would once again

[REDACTED]

1 be a protection against storm damage to the mainland.

2 Thank you for your consideration.

Comment #6

3 * * * * *

4 [REDACTED] MOBILE, ALABAMA:

5 I own [REDACTED] next
6 door. If you want real snapper, you've got to come to
7 me. Everybody else does frozen import. I sell green
8 snapper. And this May 30th will be my 50th year
9 walking in the door.

10 Now, I do know a little bit about the
11 seafood business. My concern about all this dredging
12 stuff, it's already affected what they've done just in
13 the last few years. We now have no more -- I'm going
14 to call it the Mother Reef from Dog River north. It's
15 always been closed because of the pollution factor.
16 And I have no problem with it. But that reef up
17 there, that oyster spat, when they lay their eggs,
18 adult female oysters will throw 100 million eggs. Her
19 husband next door will fertilize them. For three days
20 they float down and drop at the mouth of the bay down
21 south of where they're legally catching oysters.

22 So all that up there has already been --
23 Dog River north, for the most part, it has been

[REDACTED]

1 covered up. We've covered all those oysters. In the
2 last couple of years they filled up that -- there was
3 a fishery reef off Brookley Field, it was a 40-foot
4 deep hole with riprap in it for fish habitat. And
5 it's now filled up, totally covered up. And all those
6 oyster reefs up there, they're a foot under muck right
7 now. And we want to dredge and do some more stuff,
8 put more stuff in there.

9 For years the Corps of Engineers had that
10 ship that ran up and down, and it would dredge and
11 take it offshore and dump it out into the Gulf, which
12 -- no problem. But now the last couple of years that
13 dredge has set out there, 25-inch hole pipe, and they
14 dredge that thing and they're spewing it out all over
15 the flats.

16 Now, another project that I watched happen,
17 [REDACTED] told me -- I didn't realize it had been
18 that long. Gaillard Island has been built for 25 or
19 30 years. I hadn't realized it's been that long. I
20 guess I'm getting old. It started off it was no
21 problem. But ten years ago they just about filled the
22 whole thing up. There used to be a big lake inside of
23 it, but they filled it all the way up. And pelicans

1 started breeding. Now, a few pelicans are cute, not a
2 problem. The brown pelican was actually endangered at
3 one time. But all of a sudden that Gaillard Island
4 got filled up and there's 20, 30,000 pair of pelicans
5 breeding out there every year. Now, guess what
6 happens when we'll just say 40,000 birds each eat a
7 pound of fish a day and land on that island? Hmmm.

8 I don't know how you -- you put that in
9 there however you want to.

10 But pretty soon Gaillard Island, it's
11 covered in pelican poop. And every time we get --
12 three or fewer times a year we get these three-,
13 four-inch rains, it washes all that stuff off, and
14 it's going into the main ship channel and going into
15 the Theodore channel. It's washing off that v right
16 there and it's filling all that area up. And the last
17 two years, this being the third year, the Corps has
18 dredged that and they've spewed it out, and there have
19 been massive fish kills with that stuff.

20 Now, onto itself, if it had just ran off the
21 island, settled in the ship channel, the silt would
22 cover it up. And it was okay till they disturbed it
23 and we dredged it. Now all that ammonia, nitrogen,

1 everything else out there, they spread it out and
2 there have been major fish kills.

3 We got blamed for it: Oh, it was you
4 gillnet fishermen. And I looked around and I talked
5 to all the people. We didn't do it.

6 And then I heard this little bit of stuff,
7 and I said: You know, now I know what happened to it.
8 It's been called to people's attention, but they don't
9 want to listen about it.

10 Now, it's an offshoot. And I've got no
11 problem dredging this stuff. Hopefully economic wise
12 this country is going to need big ships coming in
13 here. I have my doubts about that with the economics
14 of what's going on in this world.

15 So that's my problem with it. And
16 everything north of Gaillard, particularly, they've
17 killed that Mother Reef of oysters. We have no
18 oysters left in the state of Alabama, nothing out
19 there anymore. It's gone. Because that spat comes
20 from the upper bay, and it's named the Mother Reef,
21 what I call it. It drifts down the bay, and three
22 days after it's fertilized, it will stop down there.
23 And it's done that way for thousands of years.

I have a picture on my wall over there in my office that was made in 1895, and Eslava Street was the unloading grounds for seafood. So for over 100 years it's been that way. And my business was built -- well, it was built in '32. I wasn't here yet. But we bought it in '52. It was my grandfather involved and then his two sons, which was my daddy, Ralph, and my uncle. And then my uncle wanted out, and I bought his share. And in '80 I bought my father out. So it's been mine ever since. I have a son that's 34 and he's in the business with me.

But it's such a problem getting product. It's all environmental stuff. That oil spill -- write this down, underline it -- the oil spill was done on purpose. And in the last -- since all this stuff has happened and we had a red tide in December -- November and December. We don't have red tides in the northern gulf. That's coming off that oil that was out there. It's not a red tide. It's something else. Because all that oil was sank out there, bacteria eat that oil up. And now there's so much oil there, now there's so much bacteria. And like those pelicans that go out there and eat every day and get on that reef and

[REDACTED]

1 excrement comes out, that's what's there. And that
2 stuff is horrendous that's coming in now. I have
3 fishermen that get finned, get stuck by a fish, the
4 fin on a fish, and in 30 minutes they had a red streak
5 and had to go to the emergency room. Red tide don't
6 do that. This is coming off of that bacteria that's
7 on that bottom that's devouring that oil out there
8 that sunk in the Gulf. And that's coming ashore now.

9 We've got maybe five percent of the flounder
10 that we used to have. If it's on the bottom, it's
11 been decimated since that oil spill. The flounder was
12 the worst; like I said, 5 percent of what we used to
13 have. Plenty other fish. Primarily bottom stuff --
14 shrimp are way off, crabs are way off, brown mullet,
15 white trout, another bottom fish, they're way off.
16 Flounder was hurt the worst because they are a total
17 bottom fish. And whatever that stuff has done, either
18 it killed the little zooplankton that the little
19 flounder feed on or it rendered the adult females, you
20 know -- you know, they're not reproducing anymore.
21 "Sterile" is the word I'm looking for.

22 Now, whatever the case is, it's not there
23 anymore. And I can't get people to listen to me about

[REDACTED]

1 this stuff. BP will not pay us. Now, I've been here
2 forever, for all practical purposes. But BP is not
3 paying us. I have lost eight dealers in the last
4 three years that I used to buy a world of stuff from.
5 They're gone. Either they're totally outright gone or
6 they're hanging on, workaday, little oyster shop, a
7 little crab shop that picks one afternoon a week. You
8 know, Daddy catches the crabs and Mama picks them,
9 just like that used to be done. And that's the only
10 way they can still make some money. And it's just
11 that. It's so rare out there doing it.

12 A major company shut the door in November.
13 International Oceanics walked away, lack of
14 production. Economy had a lot to do with it. That's
15 just what we're facing in this industry now.

16 So, you know, but part of it -- part of this
17 is this dredging stuff they're doing out here. If
18 they scoop that stuff up and it was going to cost some
19 money to go take it -- take it up there and put it on
20 the spoil islands north of here, there's plenty of
21 ground to put it. And/or take it offshore out there
22 and drop it.

23 But, you know, you've got to consider -- the

[REDACTED]

1 whole industry has been decimated since the oil spill.
2 And with all the regulations, I tell folks I'd rather
3 get caught with a kilo of cocaine -- write it down, I
4 never have touched the stuff and never will, hate it.
5 But I can get in more trouble over a snapper than I
6 can running cocaine. And you go to jail with no
7 trial, all the regulations we have to put up with now.

8 So, now, there's just a lot of stuff going
9 on out here in this world. I'm interested tonight
10 here about the dredging and what it's going to do.
11 And I've been told -- one said no, another one said
12 yes. But they want to make more islands up in the
13 head of the bay to the east side of the channel.

14 Now, first thing you're going to do -- now
15 it's nice and safe. Gaillard turned out to be a safe
16 haven because of everything else. There was no place
17 for pelicans to go breed anymore. And all of a sudden
18 here is this nice island here, and there's no wild
19 coons, there's no cats, dogs -- which is the worst.
20 And we've got a perfect habitat. But now even that's
21 been decimated because of the overpopulation. It's
22 changed the whole ecology of this whole bay.

23 Now you're going to build another one? Hey,

■ they've got a place to eat and sleep and there's still
2 some fish in the bay. They'll be covered up with more
3 pelicans making more babies and then more poop.

4 My fishermen tell me in the height of the
5 summer you can't get anywhere near Gaillard, it stinks
6 so bad because it's a foot deep.

7 Now, that's part of your problem. You go
8 create this. But for every action, there's an
9 opposite and equal reaction. There you go. They sit
10 there and that stuff washes off or something like
11 that, then it affects other things. Eventually it
12 will take all the fish out and the pelicans will
13 starve to death, and then we start over again.

14 I saw a program years ago where they went off
15 the barrier islands out in the Pacific and there were
16 rock islands out there, and they literally scooped it
17 up and they put it in fertilizer. And it was feet
18 deep on this island because they had been there
19 forever. But, you know, who are you going to get to
20 shovel it? It could be done. And you could have a
21 vacuum, big vacuum operation or something. I'm just
22 coming up with an idea off the top of my head. Yes,
23 it's a product. But it's still going to be there.

1 But it's an offshoot of what happened.

2 Now, if it was a perfect world and there was
3 enough money, you would take that muck and put it up
4 north of here. They're already there. They diked off
5 everything. Put it there. And then you would have
6 your cake and eat it, too, because we'd still have our
7 territory to fish in, the Mother Reef would be there
8 to let that oyster -- that spat drift down and cover
9 that.

10 You know, we're talking about billions of
11 dollars a year the seafood industry creates. You
12 know, we're being decimated by these shortcuts.

13 Now, throw in economics. I wake up every
14 morning at 5:30, 6 o'clock and I watch CNBC. I look
15 at the stock market and see what's happening and look
16 at all this other stuff and how much money we're in
17 debt. Something is going to give. And it ain't going
18 to be pretty when it does. People are going to have
19 to call me: Ralph, we're hungry, can you get us
20 something to eat? Some fish, anything?

21 Yeah, I can. What do you want? But you're
22 going to have to have a lot of money.

23 So we're sitting here, we're killing one

[REDACTED]

1 aspect to do another, you know. That's my problem
2 with what's happening.

Comment #7

3 * * * * *

4 [REDACTED] MOBILE, ALABAMA:

5 The final declaration of the Global Climate
6 Conference last month in Paris called for the prompt
7 and drastic reduction in the world's production of
8 greenhouse gases. The United States is a signatory to
9 that declaration, making this the policy of the U.S.
10 government. Therefore any decision about enlarging
11 the ship channel here should explicitly take into
12 account the effects of that decision on greenhouse gas
13 production and climate change, in particular the fuels
14 burned by the increased ship traffic that the enlarged
15 channel would allow and the increased fossil fuel
16 cargoes that this enlarged channel would allow because
17 those cargoes will eventually be carried someplace and
18 burned, whether coal or petroleum products,
19 contributing to greenhouse gases and climate change.

20 That's all.

21 * * * * *

22

23

CORPS OF ENGINEERS PUBLIC SCOPING MEETING 1/12/2016

C E R T I F I C A T E

STATE OF ALABAMA)

COUNTY OF BALDWIN)

I do hereby certify that the foregoing proceedings were taken down by me and transcribed using computer-aided transcription and that the foregoing is a true and correct transcript of said proceedings.

I further certify that I am neither of counsel nor of kin to any of the parties, nor am I in anywise interested in the result of said cause.

I further certify that I am duly licensed by the Alabama Board of Court Reporting as a Certified Court Reporter.

DEBRA AMOS ISBELL, CCR, RDR, CRR
ALABAMA - ACCR #21
MISSISSIPPI - CSR 1809
COURT REPORTER, NOTARY PUBLIC
STATE OF ALABAMA AT LARGE

My Commission Expires: 6/25/2016

Comment Forms



**US Army Corps
of Engineers**
Mobile District

Comment #8

Thank You for Your Comments

**Mobile Harbor General Reevaluation Report, Mobile, Alabama
Public Scoping Meeting at the Mobile Alabama Cruise Terminal
201 S. Water Street, Mobile, Alabama 36602
Tuesday, January 12, 2016
5:00 - 8:00 PM**

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Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
- Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
- Other

Comments (additional space on back):

AS AN ECONOMIC DEVELOPMENT PROFESSIONAL AND AN OUTDOOR ENTHUSIAST,
I AM IN FULL SUPPORT OF ADDITIONAL DREDGING TO WIDEN AND
DEEPEN THE SHIP CHANNEL. EVERY ECONOMIC DEVELOPMENT PROJECT
OF SIGNIFICANT SIZE IN THE MANUFACTURING CLUSTER IS
DEPENDANT ON A FUNCTIONING AND GROWING PORT!

FROM TIK, NOW DUCURMO AN AM/NS CARVEIT, TO AIRBUS,
WITHOUT OUR PORT, THEY WOULD NOT BE HERE. OUR
FUTURE ECONOMIC GROWTH AND VITALITY IS RELIANT ON THE
CONTINUED GROWTH OF OUR PORT.

Name/Organization/Contact Information (Optional):

~~_____~~ Chamber of Commerce : Twayman@MOBILECHAMBER.COM

Comment #9



US Army Corps of Engineers
Mobile District

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Comment Category:

- Environmental
- Cultural Resources
- Threatened and Endangered Species
- Fish and Wildlife
- Water Quality
- Dredging/Disposal
- Economics
- Engineering
- Other

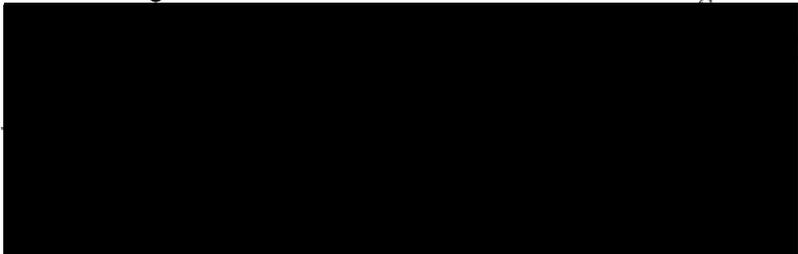
Comments (additional space on back):

#1 The East End of the Dauphin Island an Sand Island Has a Severe Erosion problem, as the sand is Dredged out of the Channel and put far out TO Sea, our beach ends up falling into the Dredged area. I would like a study as to How you can prevent further Damage

#2 The Sand you are removing should be kept on the East End of the Island and Rebuilt Sand Island as that is where the sand eroded from. The dredging is causing our East End Beach erosion

Name/Organization/Contact Information (Optional):

my Address



Robert Sankoffe Condos
Dauphin Island
I also own other
property on East End



**US Army Corps
of Engineers**
Mobile District

Comment #10

Thank You for Your Comments

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Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
- Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
- Other

Comments (additional space on back):

I think it is critically important that interim reports be issued as this study continues over the next 4 years - this could have a major impact on the residents of Dauphin Island and the integrity of the barrier island that are so critical to the ecosystems of fish turtle & even inland residents. The bird sanctuary, Ft. Gaines are entitled to serious protection & consideration

Name/Organization/Contact Information (Optional):

[Redacted] & ellynt@mindspring.com
Dauphin Island Resident



**US Army Corps
of Engineers**
Mobile District

Comment #12

Thank You for Your Comments

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Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
- Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
- Other

Comments (additional space on back):

The Port is a vital engine for economic growth. The "Port City" has grown over the decades and centuries because of our port. Opening the door to our competitors (other ports) will only hinder our local economy and quality of life. We must continue to grow and deepen our footprint to continue to grow as a community and society. We need to do this.

Name/Organization/Contact Information (Optional):

Comment #13



US Army Corps
of Engineers
Mobile District

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Comment Category:

- Environmental
- Cultural Resources
- Threatened and Endangered Species
- Fish and Wildlife
- Water Quality
- Dredging/Disposal
- Economics
- Engineering
- Other

Comments (additional space on back):

Just wondering who took Beverly Stant's position as coordinator/
contact for collaborative projects between the Corps + TMC, than
an existing man.

Name/Organization/Contact Information (Optional):

Judy Haner, TMC, jhaner@tmc.org
The Nature Conservancy



**US Army Corps
of Engineers**
Mobile District

Comment #14

Thank You for Your Comments

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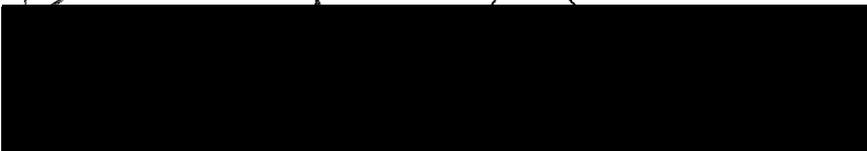
Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
- Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
- Other

Comments (additional space on back);

I am okay with the channel project as long as all of the sand is used to restore the beaches along Dauphin Island. The existing channel is the problem now. Also, any sand from the dredging of the channel should be used to restore all of Alabama's beaches, instead of dumping in the gulf. There are too many historical landmarks on Dauphin Island, as well as the huge tourism impact for the state, not to protect it.

Name/Organization/Contact Information (Optional):





**US Army Corps
of Engineers**
Mobile District

Comment #15

Thank You for Your Comments

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Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
- Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
- Other

Comments (additional space on back):

The beneficial use of dredge material needs to be highlighted and alternatives thoroughly discussed for keeping sediment in our estuarine system. Whether building marsh island or thin-layer dredge ^{into remaining marsh} or something else innovative, take the time to consider many alternatives rather than taking it offshore.

Name/Organization/Contact Information (Optional):

 / Moffat & Nichol / mgoecker@moffatnichol.com



**US Army Corps
of Engineers**
Mobile District

Comment #16

Thank You for Your Comments

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Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
- Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
- Other

Comments (additional space on back):

I believe that the use of environmental restoration funding to widen and deepen a commercial shipping channel is an extreme misappropriation. The Army Corps of Engineers has an unfortunate record of failed / misguided attempts to overcome nature and common sense, and I believe this project will most likely continue that legacy. The shipping channel being modified to accommodate super Panamax vessels probably needs to happen in order for the Port of Mobile to stay economically viable, but I very strongly feel the funding should be found elsewhere from the very scarce resources devoted to ecological restoration in this country.

Name/Organization/Contact Information (Optional):



**US Army Corps
of Engineers**
Mobile District

Comment #17

Thank You for Your Comments

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Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
 Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
 Other

Comments (additional space on back):

My concern is simple. I own a house on Ponchartraine Court at Dauphin Island, and have owned it since 1988. During my time on the Island, I've watched our beach ~~erode~~ erode to a fraction of what it once was. I understand the science of migration of sand east to west with migrating sand from the east replacing sand which migrates to the west unless the migration of the sand is interrupted. Common sense tells us that the ship channel interrupts the flow of sand, when the channel is dredged, the sand which would otherwise have replenished

Name/Organization/Contact Information (Optional):



Comments (continued)

The beaches of Dunphri Island is and has ~~been~~ historically been taken out to locations ~~and~~ deposited from which it will not migrate to Dunphri Island, with the ~~result~~ result that the ~~be~~ beaches continue to ~~set~~ steadily erode.

The supplemental EIS ~~must~~ address these facts and concerns and the method of disposing of the sand dredged from the ~~channel~~ channel ~~must~~ be changed. Otherwise, the erosion will continue unabated.

If the erosion is halted and the ~~beach~~ beaches replenished, the benefits are clear. Not only will the Island and the environment benefit, but the Island will once again be a protection against storm damage to the mainland.

Thank you for your consideration.



**US Army Corps
of Engineers**
Mobile District

Comment #18

Thank You for Your Comments

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Comment Category:

- Environmental
 Cultural Resources
 Threatened and Endangered Species
 Fish and Wildlife
 Water Quality
 Dredging/Disposal
 Economics
 Engineering
 Other

Comments (additional space on back):

I am very concerned about the effect widening will have on erosion of coastlines such as Dauphin Island. I would like to see a plan for protecting the shorelines. I would like to see D.I. re-nourished and an on going plan for continual depositing of sand on the shore line. It has been argued in the past that some of the erosion of D.I. was caused by the dredging of the present channel by the USACE. Concerned about neg. economic impact on D.I. as well. With all the

Name/Organization/Contact Information (Optional):

Comments (continued)

uncertainty home and land owners
do not know which way to go in
planning their futures. My family
is afraid to build & locate there and
difficult to sell and get out with
all the uncertainty over erosion
and neg impact widening the channel
could I have.

Thank You.

[REDACTED]



US Army Corps
of Engineers
Mobile District

Comment #19

Thank You for Your Comments

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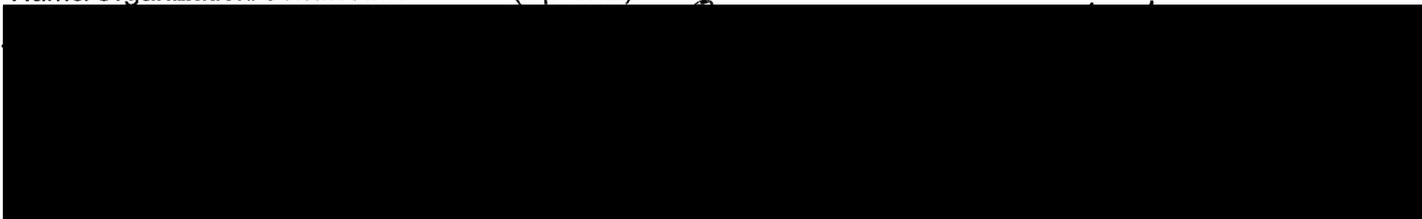
Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
 Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
 Other

Comments (additional space on back):

- ① The present GRR Study does not consider or address the historic sand losses/sand deficit caused by the Corps maintenance dredging practices of the Mobile Harbor Shipping Channel. Sand deficit must be addressed.
- ② Any use of the Mark Page Brynes 2008 (Lawrence) study or any other study would be a conflict of interest.
- ③ There needs to be a Citizens Advisory Committee to participate in the EIS (Scoping) process.

Name/Organization/Contact Information (Optional):



Comments (continued)

- ④ The EIS must address the effect of dredging to the shoreline 10 miles, both sides, according to the Federal 1935 Law.
- ⑤ The EIS must address when the dredged sand is to be deposited to maximize shoreline restoration.
- ⑥ The Public Scoping Notice states that the purpose of the study will be to determine improvements for safety and efficiency of harbor users. It does not state that the purpose of the study will address the effect of dredging on Dauphin Island, and the study must also include this objective.
I agree (checked)
- ⑦ Document that sand deposited in SIBUA makes it to Dauphin Island ~~with~~ Shoreline.
- ⑧ Why has Corps not ~~used~~ used the Town of Dauphin Islands Study ~~to~~ to restore ~~the~~ the shoreline of Dauphin Island. Corps should also use this study to restore shoreline to 1990 baseline.

US Army Corps of Engineers Public Scoping Meeting: Dauphin Island January 12, 2016

HOW WE GOT HERE:

1. Many of the people in this audience have no idea how we got here.
2. Originally the Mobile District Corps of Engineers was proposing an Environmental Assessment. An EA is internal and would not allow for public participation as we have today.
3. The Dauphin Island Property Owners Board of Directors sent a letter to Col Jon Chytka outlining specific issues including comments from Dr. Susan Rees at the Fairness Hearing in Sept 2009 stating that if there were any changes to the Mobile Ship Channel, it would require a Supplement to the Original Environmental Impact Statement. This letter requesting the Supplement EIS was supported by the Town of Dauphin Island and many other organizations and individuals. I think this is very important. So we are here for the public to have input into the process.
4. The Public Notice states the purpose of the Study is to determine improvements for safety and efficiency of harbor uses. The purpose must also include the environmental impacts to the adjacent shorelines, 10 miles on both sides of the Mobile Channel, as the 1935 Federal Law requires and to address the sand deficit that occurred to the Dauphin Island shoreline.
5. To further the public participation, a citizen's advisory Committee needs to be created for continued public participation. I am willing to participate on that committee.

WHY IS THIS PUBLIC SCOPING MEETING IMPORTANT?

Let me show you several pictures on a foam board to illustrate what we need to accomplish with the Environmental Impact Statement.

1. In 1978 the Corps did a study that stated sand should be placed closer to Dauphin Island, but the Study recommendation were never followed. It has been stated that this was not a scientific study.
2. The 1980 EIS did not have any statement concerning the impact of dredging on Dauphin Island
It has been learned that the 2008 Study as well as the 2010 study had flawed data from the Corps own documentation, but I am concerned that the 2008 study is being used as a base line. This would be a conflict because the study and Coastal Engineer was involved in the law-suit; Any participation of this Coastal Engineer would be a conflict.

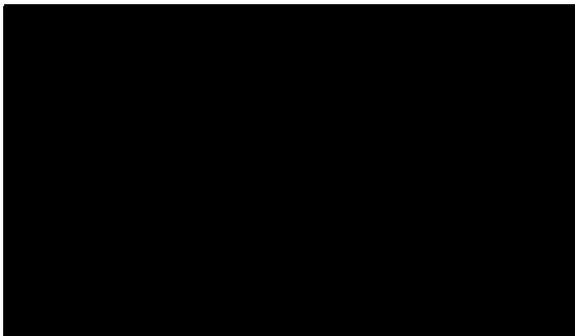
US Army Corps of Engineers Public Scoping Meeting: Dauphin Island January 12, 2016

CONFLICT OF INTEREST:

1. The Mobile Districts Mobile Harbor Schedule – Risk Buy down plan Has a note that approx. \$4 million in data collection, modeling, & analysis will be applied to this project. What is this study and who conducted it?

WHAT HAS TO BE DONE!

1. The sand deficit has that has occurred over the years has to be addressed.
2. We need to be sure that the EIS addresses the Impact to Dauphin Island and follow the 1935 law concerning 10 miles along the adjacent beaches.
3. We need to have a dredging maintenance program that will become an integral part of the ship channel dredging process to replenish the lost sand





REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
MOBILE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2288
MOBILE, ALABAMA 36628-0001

CESAM-PD-EC
Public Notice No. FP15-MH01-10

December 11, 2015

PUBLIC NOTICE

**U.S. ARMY CORPS OF ENGINEERS,
MOBILE DISTRICT**

**PUBLIC SCOPING MEETING
PREPARATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
TO
EVALUATE IMPROVEMENTS TO THE MOBILE HARBOR FEDERAL NAVIGATION
CHANNEL, MOBILE, ALABAMA**

TO ALL INTERESTED PARTIES:

The U.S. Army Corps of Engineers (USACE), Mobile District is hosting a public scoping meeting January 12, 2016 at the Mobile Alabama Cruise Terminal, 201 S. Water Street, Mobile, Alabama 36602 from 5:00 pm to 8:00 pm. The purpose of the workshop is to receive public input regarding the preparation of a Draft Supplemental Environmental Impact Statement (DSEIS) to address potential impacts associated with improving the Mobile Harbor Federal Navigation Channel in Mobile County, Alabama. The DSEIS will be used as a basis for ensuring compliance with the National Environmental Policy Act (NEPA) and evaluating alternative plans, including the "No Action" plan. The proposed alternatives being identified in the Alternatives Milestone analysis that will be evaluated include widening and deepening of selected areas of the navigation channel within the federally authorized dimensions.

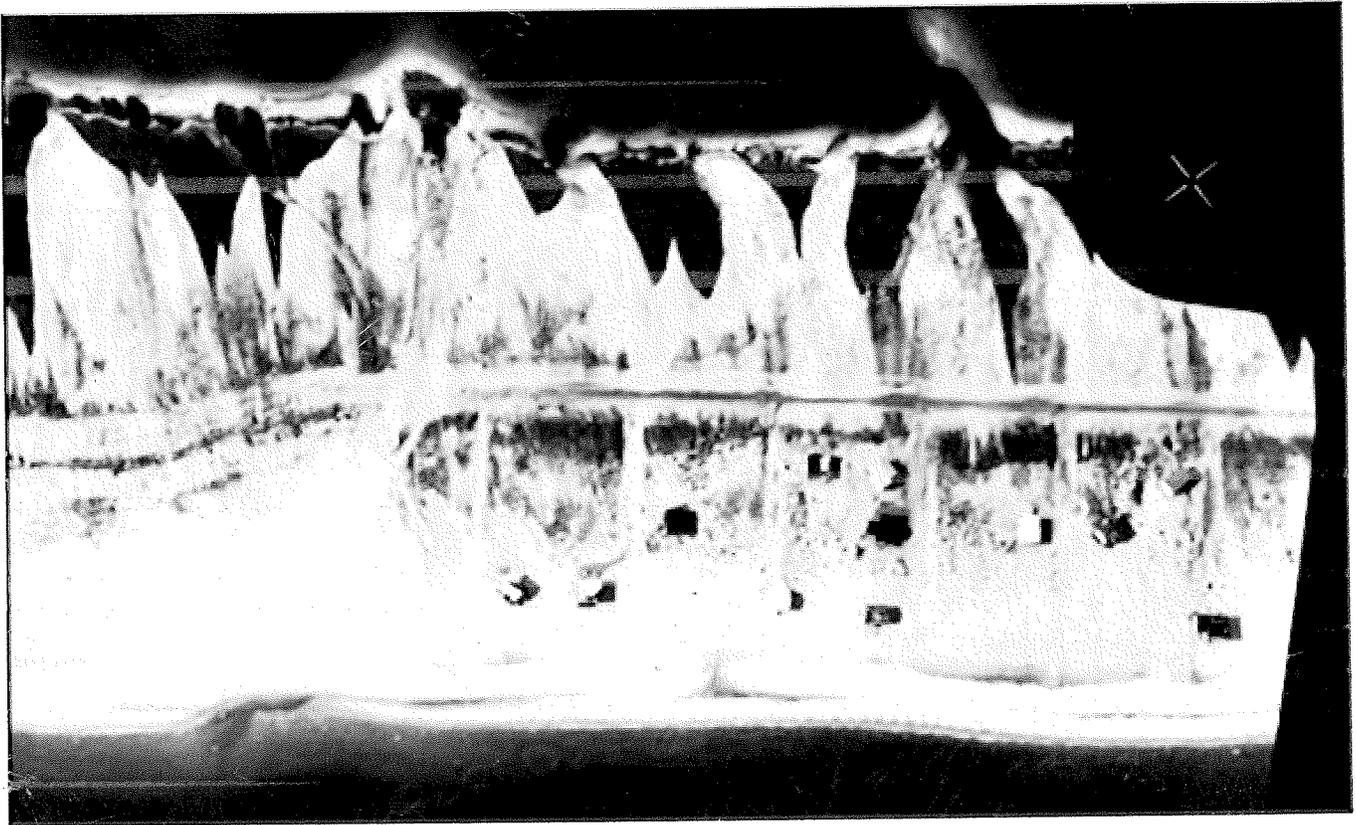
The evaluation will examine the costs and benefits as well as the environmental impacts of modifying the maintained dimensions of the existing Federal project within its federally authorized limits. The purpose of the study will be to determine improvements for safety and efficiency of harbor users. Vessels are experiencing delays leaving and arriving at port facilities and inefficiencies have increased as increased cargo volumes and larger vessels call on the port to handle these increases which have resulted in traffic delays. The Alabama State Port Authority requested the USACE, Mobile District undertake studies to determine the feasibility of deepening and widening the channel to its full federally authorized depths and widths. On October 20, 2014, the Assistant Secretary of the Army approved the direction of General Investigation funds to complete Preconstruction Engineering and Design of channel widening for Mobile Harbor to initiate a General Reevaluation Report, which includes preparation of the DSEIS, to evaluate deepening and widening of the channel to its full federally authorized dimensions.

CORRESPONDENCE: Public comments can be submitted through a variety of methods. Comments may be submitted to the USACE, Mobile District by mail or electronic methods by *January 26, 2016*. In addition, comments (written or oral) may be submitted at the public meeting. Correspondence concerning this notice should refer to Public Notice No. FP15-MH01-10 and should be directed to the District Commander, U.S. Army Engineer District Mobile, P.O. Box 2288, Mobile, Alabama 36628-0001, ATTN: CESAM-PD-EC. For additional information please contact Mr. Larry Parson at (251) 690-3139 or by email at larry.e.parson@usace.army.mil.

A handwritten signature in black ink, appearing to read "Curtis M. Flakes", with a long horizontal line extending to the right.

CURTIS M. FLAKES
U.S. Army Corps of Engineers
Mobile District

A - Camille



B - Frederick



Figure 2-12. Surge channels and washover deposits on Dauphin Island follow Hurricanes *Camille* (A) and *Fredric* (B) (from Morton, 2007).

Dauphin Island



Figure B-15. February 2003 Condition of Dauphin Island's West End
(Note three tiers of lots on Gulf shore on right hand side of photo.)

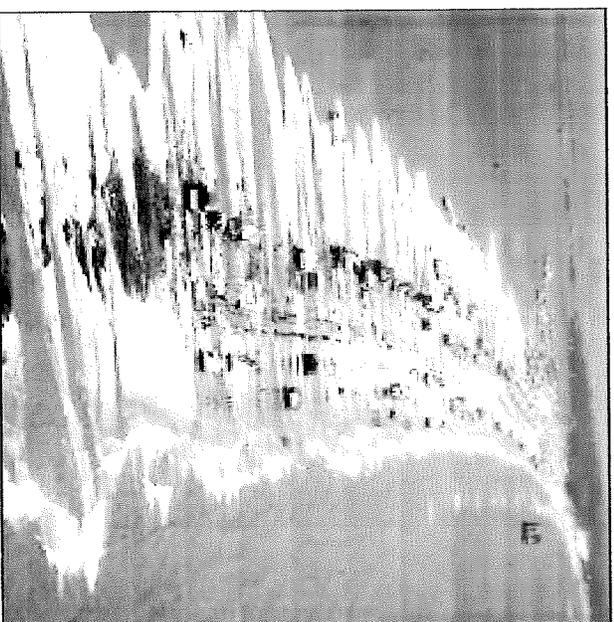


Figure B-16. August 2005 (post Katrina) View of Island's West End
(Note loss of two most seaward tier of lots that indicate the magnitude of land loss.)



(Photo/Courtesy of Sam St. John [jytheacoast.com]) The severity of erosion of Dauphin Island's west end is evident in an aerial photo taken Oct. 28, 2015.

Emailed Comments

Parson, Larry E SAM

From: Wilson, Allen D SAM
Sent: Friday, January 08, 2016 8:51 AM
To: Mobile Harbor GRR
Subject: FW: Mobile Harbor Ship Channel
Attachments: Notice-LOP-SAM-2014-1221-DEM.pdf

Allen Wilson
Maritime Archaeologist
USACE Inland Environmental Team
Planning and Environmental Division
Mobile District
CESAM-PD-EI
109 St. Joseph Street
PO Box 2288
Mobile, Al 36608
Office: 251-694-3867

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

From: Wilson, Allen D SAM
Sent: Friday, January 08, 2016 8:42 AM
To: 'McBride, Amanda' <Amanda.McBride@preserveala.org>; Fedoroff, Michael P SAM <Michael.P.Fedoroff@usace.army.mil>
Cc: Parson, Larry E SAM <Larry.E.Parson@usace.army.mil>
Subject: RE: Mobile Harbor Ship Channel

Amanda,

I just looked the permit for SAM-2014-1221-DEM over (Letter of Permission attached) and I did the review on this permit. This permit involved dredging in the currently authorized Mobile Harbor Ship Channel, just to a greater depth. It was a one-time deepening event and is unrelated to the much greater Mobile Harbor expansion project that we are currently looking at. We are having a public meeting at the Mobile Cruise Terminal on 12 January from 5-8 during which time the public may express any concerns. We also have an email set up specifically for this project to which citizens can send concerns (MobileHarborGRR@usace.army.mil). I suspect her concerns are centered on the Confederate Obstructions site (1MB28). As you are probably aware, this site has been extensively surveyed as recently as 2013 as part of a study to investigate a potential beneficial use area and is of great concern to USACE and is currently unaffected by any undertaking that we are engaged in. If she is referring to a different wreck, I would love to hear any information she may have. In any event, we are absolutely following the NEPA and NHPA process for this project. I have not yet personally heard anything about this from her or any other citizens.

Thank you,

Allen Wilson
Maritime Archaeologist
USACE Inland Environmental Team
Planning and Environmental Division
Mobile District
CESAM-PD-EI
109 St. Joseph Street
PO Box 2288
Mobile, Al 36608
Office: 251-694-3867

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

From: McBride, Amanda [mailto:Amanda.McBride@preserveala.org]
Sent: Thursday, January 07, 2016 3:33 PM
To: Fedoroff, Michael P SAM <Michael.P.Fedoroff@usace.army.mil>; Wilson, Allen D SAM <Allen.D.Wilson@usace.army.mil>
Subject: [EXTERNAL] Mobile Harbor Ship Channel

Comment # 20

Gentlemen:

We got a call from [REDACTED] today. She attended a meeting yesterday at the Port Authority and is concerned about the project to widen and deepen the Mobile Bay Ship Channel. She said there is a Civil War ship in the northern part of the bay that will be destroyed and she believes that proper procedure for gaining approval for this project is not being followed.

I believe we have been corresponding on this project for some time. I THINK that our tracking numbers (two were inadvertently assigned) are 2015-0091 and 2012-0739. 2012- 0739 is the number under which we have written all of our letters to the COE. I assume the COE number is 2014-1221-DEM, which means that Don is the project manager. I wanted to double check before I sent this e mail to him.

So, bottom line is, can you confirm that the project for which [REDACTED] attended the meeting is something we've seen before and responded to? Also, how should we tell her to go about officially getting her concern across to the COE so that her claim can be investigated? She'll need to provide us/y'all with more details, of course, such as a map and why she believes this ship is there. I have some vague memory of her calling about this resource before but it was regarding a terrestrial project. Have you ever communicated with her?

Any info would be great. Thanks!

Amanda

Amanda McBride

Environmental Review Coordinator

Historic Preservation Division

Alabama Historical Commission

468 South Perry Street

Montgomery, AL

36130-0900 (US Post)

36104 (Courier)

334.230.2692

Amanda.McBride@preserveala.org



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
MOBILE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2288
MOBILE, AL 36628-0001

November 3, 2014

South Alabama Branch
Regulatory Division

LETTER OF PERMISSION NOTICE

To: See attached Distribution List

From: Donald E. Mroczko

Subject: Department of the Army Permit Application Number SAM-2014-1221-DEM,
Alabama State Port Authority, Mobile Harbor Ship Channel

Enclosed are copies of the subject application and drawings.

Location/Waterway: The project is located in waters of Mobile Bay and within the Mobile Harbor Ship Channel as well as the Gaillard Island disposal site, Mobile, Mobile County, Alabama; See attached location maps/drawings.

Purpose: Maintain navigable depth within the Mobile Harbor Ship Channel and ensure the integrity of the Gaillard Island disposal facility.

Proposed Work: The applicant proposes to hydraulically excavate (via cutterhead dredge) from below the Mobile Ship Channel adjacent to Gaillard Island an area 300' wide by 3000' in length to a depth of -55' mean lower low water (MLLW). Current authorized depth(s) for Mobile Harbor Ship Channel is -55' MLLW, but is currently maintained to -45' (plus 2' for advanced maintenance, and 2' for allowable overdepth). Total cubic yards (cys) to be removed is approximately 200,000 cys. This is a one-time dredging event and the channel will be allowed to shoal back in over a short period of time and the next operations & maintenance (O & M) dredging will be to the currently maintained depths.

The material removed from this dredging event will be placed on Gaillard Island for dike rehabilitation. After dewatering, the the dredged material will be used as fill to improve and reinforce the upland containment dike structure on Gaillard Island (an area 100-foot-wide by 6000-foot-long). No material will be placed below Ordinary High Tide. No permanent sinks or sumps will be created. The return water will be handled as per approved typical standards and released via the wier box.

Environmental clearances were received for impacts to this area during the recertification of Mobile Habor Federal Navigation Channel in 2012. No new areas are to be impacted outside the scope of the 2012 certification. These environmental

clearances include the Alabama Department of Environmental Management Water Quality Certification and Coastal Zone Consistency (2012-167-COEP), U.S. Fish and Wildlife Services concurrence of no adverse impacts to manatees as long as the Standard Manatee Construction Conditions are followed, and clearances from the National Marine Fisheries Service Protected Resource Division and Habitat Conservation Division.

If no adverse comments are received within 15 days from receipt of this notice (Tuesday, November 18, 2014), we plan to authorize this request by Letter of Permission.

Department of the Army regulatory authority prescribes this type of permit to abbreviate processing procedures for minor work having no significant environmental impacts and no appreciable opposition or controversy. See 33 CFR Part 325.5(b)(2) Federal Register, Vol. 51, No. 219 - Thursday, November 13, 1986.

If you have any questions, please call me at (251) 690-3185.

DISTRIBUTION LIST - ALABAMA

Letter of Permission Notification sent via e-mail to the following:

ADCNR, Fisheries – Kyle Bolton, Matthew Marshall
ADCNR - SLD - Jeff Jordan
ADEM - Mobile - Scott Brown, Dylan Hendrix, Allen Phelps
ADEM – Montgomery, Field Operations
AL Marine Police - Qiana Jackson
AL State Docks - Capt Terry Gilbreath
ALSHPO – Amanda McBride
BWT/AL - Coosa Project - Janalie Graham
CESAM-PD – Matt Grunewald, Michael Fedoroff
CESAM-RD – Joy Earp, Mike Moxey
CESAM-OP-GW - Stephen Reid
CESAM-OP-N - George Rush, Nathan Lovelace, Carl Dyess
CESAM-PM-C – Dean Trawick
EPA - Rosemary Hall, Mike Wylie
NMFS - Eric Hawk, Species Protection
[REDACTED]
USCG – Richard Nelson, MST2 Dacosta, Lt. David Simonson, Lt. Stanley Tarrant
USFWS - Daphne
Warrior and Gulf Navigation Co. - Paul Hartman
Warrior Tombigbee Waterway Assoc - Larry Merrihew

5. Project Description (continued)

6. Dredging Project Specifications (Show locations and dimensions of proposed dredge areas on attached plans. Include existing and proposed depths.).

New Work Maintenance Work _____
Cubic yards of material to be removed 200000 cys Type of material muck
Surface area (square feet) impacted _____ (sand, muck, hard bottom, ect.)
Method of excavation cutterhead dredge
Nature of area to be dredged (check all that apply) Upland _____ Wetland _____ Waterbottom
Other (explain) _____

7. Specifications for Discharge of Dredged or Fill Material (Show locations and dimensions of all disposal or fill areas on attached plans.).

Cubic yards of fill 200000 cys Type of fill muck
Surface area (square feet) impacted _____
Source of fill material (check all that apply) Commercially obtained _____ Dredged material Borrowed on-site _____
Other (explain) _____
How will discharged material be contained? (Include erosion control measures, levees, etc.) Galliard Island dike
Nature of disposal/fill areas (check all that apply) Upland Wetland _____ Waterbottom _____
Other (explain) _____

8. Additional information relating to the proposed activity.

Are oyster reefs located within or near the project area? Yes _____ No If yes, explain: _____

Will this project result in the siting, construction, and/or operation of an energy-related facility? Yes _____ No

Is the project area greater than 25 acres in size? Yes _____ No _____

Is any portion of the activity for which authorization is sought now complete? Yes _____ No If yes, explain: _____

Month and year activity took place _____

If project is for maintenance work of existing structures or existing channels, describe legal authorization for the existing work. Provide permit number, dates or other form of authorization _____

9. Describe the purpose and public benefit, if any, of the project. Describe the relationship between the project and any secondary or future development the project is designed to support. _____

Intended use: Public Private _____ Commercial _____ Other (explain) _____

10. Project Schedule:

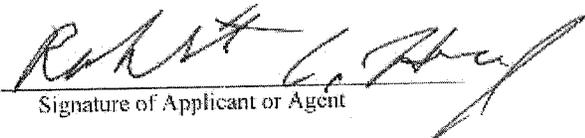
Proposed start date Sept 2014 Proposed completion date December 2014

11. Names and address of adjoining property owners, lessees, etc. whose property also adjoins the waterway. Also identify the owners on the plan views in attachment. NA

12. List all authorizations or certifications received or applied for from federal, state or local agencies for any Structures, construction, discharges, deposits or other activities described in or directly related to this application. Note that the signature in Item 13 certifies that application has been made to or that permits are not required from the following agencies. If permits are not required place NA in space for Type Approval.

Agency	Type Approval	Identification No.	Date of Application	Date of Approval	Date of Denial
AL Dept. of Environmental Management					
U. S. Army Corps of Engineers					
AL State Lands Division					
Alabama State Docks					
City/County					
Other					

13. Application is hereby made for authorization to conduct the activities described herein. I agree to provide any additional information/data that may be necessary to provide reasonable assurance or evidence to show that the proposed project will comply with the applicable state water quality standards or other environmental protection standards both during construction and after the project is completed. For projects within the coastal area of Mobile and Baldwin Counties, I certify that the proposed project for which authorization is sought complies with the approved Alabama Coastal Area Management Program and will be conducted in a manner consistent with the program. I agree to provide entry to the project site for inspectors from the environmental protection agencies for the purpose of making preliminary analyses of the site and monitoring permitted works. I certify that I am familiar with responsible for the information contained in this application, and that to the best of my knowledge and belief such information is true, complete and accurate. I further certify that I possess the authority to undertake the proposed activities or I am acting as the duly authorized agent of the applicant.
(SIGNATURE OF APPLICANT OR AGENT REQUIRED BELOW)


 Signature of Applicant or Agent

9/29/2014

Date

18 U.S.C. Section 1001 provides that Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willingly falsifies, conceals, or covers up by any trick, scheme or device a material fact or make any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than \$1 0,000 or imprisoned not more than five years or both.

14. In addition to the completed application, the following attachments are required:

Provide a vicinity map showing the location of the proposed site along with a written description of how to reach the site from major highways or landmarks. Provide accurate drawings of the project site with existing structures and proposed activities shown in detail. For projects located adjacent to, or on water, the site plan must clearly indicate the location of the ordinary mean high tide line and the width of the water body at the site location. All drawings must be to scale or with dimensions noted on drawings and must show a plan view and across section or elevation. All plans and attachments must be of reproducible quality on 8 1/2 inch x 11 inch paper.

NOTE: FEES ARE REQUIRED IN CONJUNCTION WITH ADEM CERTIFICATION: ADEM WILL CONTACT APPLICANT WITH FEE REQUIREMENTS.

NOTE: FEES MAY BE REQUIRED BY THE ALABAMA STATE LANDS DIVISION FOR DREDGE ACTIVITIES AND PROJECTS IMPACTING STATE OWNED SUBMERGED LANDS. THE STATE LANDS DIVISION WILL CONTACT APPLICANT WITH FEE REQUIREMENTS.

15. APPLICATION SUBMISSION INFORMATION

Contact the Corps of Engineers prior to submittal with any questions or to request acceptable alternate content/format. An instruction package, example PAP and SPCC plans, and other information are available upon request. Complete this form, attach additional information as necessary, and submit signed original to:

(Statewide, Except Tennessee River Watershed)
 District Engineer, Attn: Regulatory Division
 U.S. Army Corps of Engineers - Mobile District
 Post Office Box 2288
 Mobile, Alabama 36628-0001
 Phone: (251) 690-2658 Fax: (251) 690-2660
www.sant.usace.army.mil/ WebPage:

OR (Tennessee River Watershed Only)
 District Engineer, Attn: Regulatory Branch
 U.S. Army Corps of Engineers - Nashville District
 3701 Bell Road
 Nashville, Tennessee 37214
 Phone: (615) 369-7500 Fax: (615) 369-7501
www.orn.usace.army.mil/

Submit signed copy of application and attachments to:

For Activities Statewide:

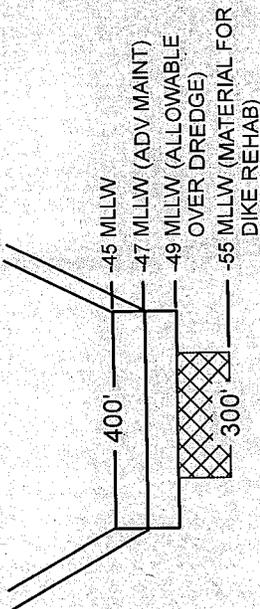
Mining & Nonpoint Source Section Alabama State Port Authority
 Field Operations Division, ADEM Environmental, Health, Safety
 PO Box 301463 P. O. Box 1588
 Montgomery, AL 36110-2059 Mobile, AL 36633
 Phone: (334) 394-4311 Phone: (251) 441-7085
 Fax: (334) 394-4326 Fax: (251) 441-7255
 Email: mnpss@adem.state.al.us
 WebPage: www.adem.state.al.us W ebPage: www.asdd.com

(In Mobile, Baldwin and Washington Counties Only)

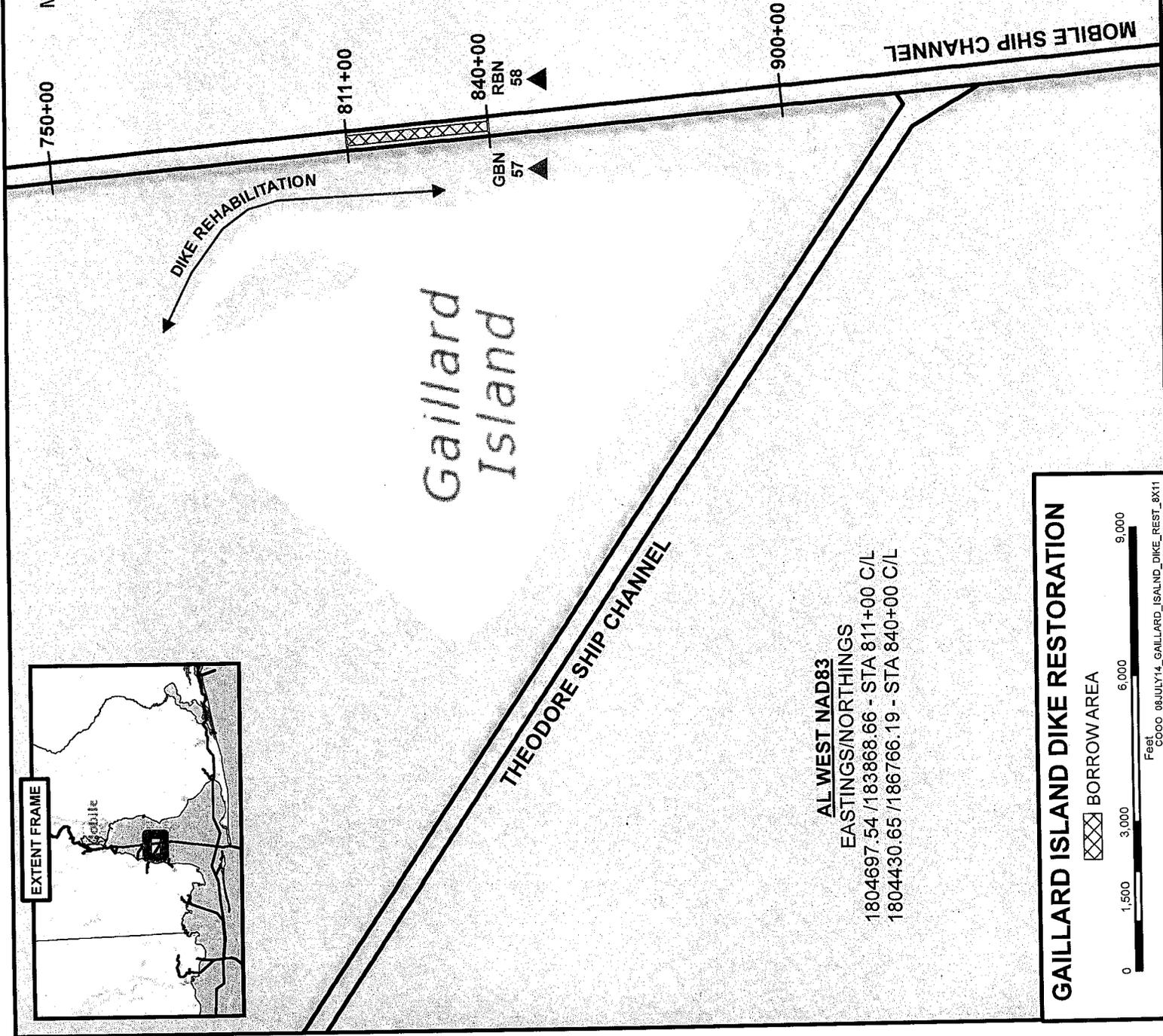
Coastal Section-Mobile Branch Alabama State Lands Division
 Field Operations Division, ADEM Coastal Section
 3664 Dauphin Street, Suite B 2310 US Hwy. 98 Suite B-1
 Mobile, AL 36608 Fairhope, AL 36532
 Phone (251) 304-1176 Phone: (251) 929-0900
 Fax: (251) 304-1189 Fax: (251) 990-9293
 Email: coastal@adem.state.al.us
 WebPage: www.adem.state.al.us



MOBILE SHIP CHANNEL TEMPLATE



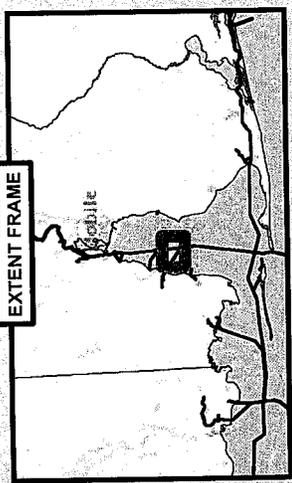
*MATERIAL FOR DIKE REHABILITATION WILL BE HYDRAULICALLY EXCAVATED (CUTTER HEAD DREDGE) FROM BELOW THE MOBILE SHIP CHANNEL ADJACENT GAILLARD ISLAND. THE BORROW SOURCE DIMENSIONS ARE 300' WIDE TO A DEPT OF -55 MLLW FOR A STRETCH OF THE CHANNEL APPROX 3000LF. TOTAL YARDAGE TO BE REMOVED - APPROX 200 KCY.



Gailard Island

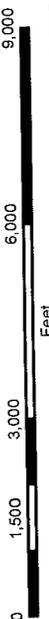
THEODORE SHIP CHANNEL

MOBILE SHIP CHANNEL



AL WEST NAD83
 EASTINGS/NORTHINGS
 1804697.54 / 183868.66 - STA 811+00 C/L
 1804430.65 / 186766.19 - STA 840+00 C/L

GAILLARD ISLAND DIKE RESTORATION



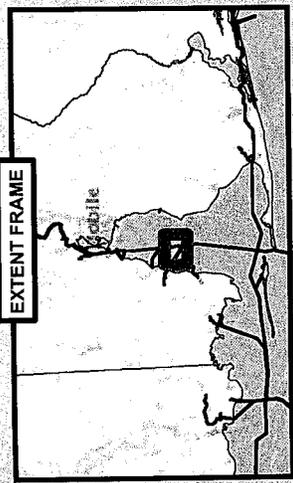
Feet
C000_08JULY14_GAILLARD_ISLAND_DIKE_REST_8X11

Galliard Island Proposed Action:

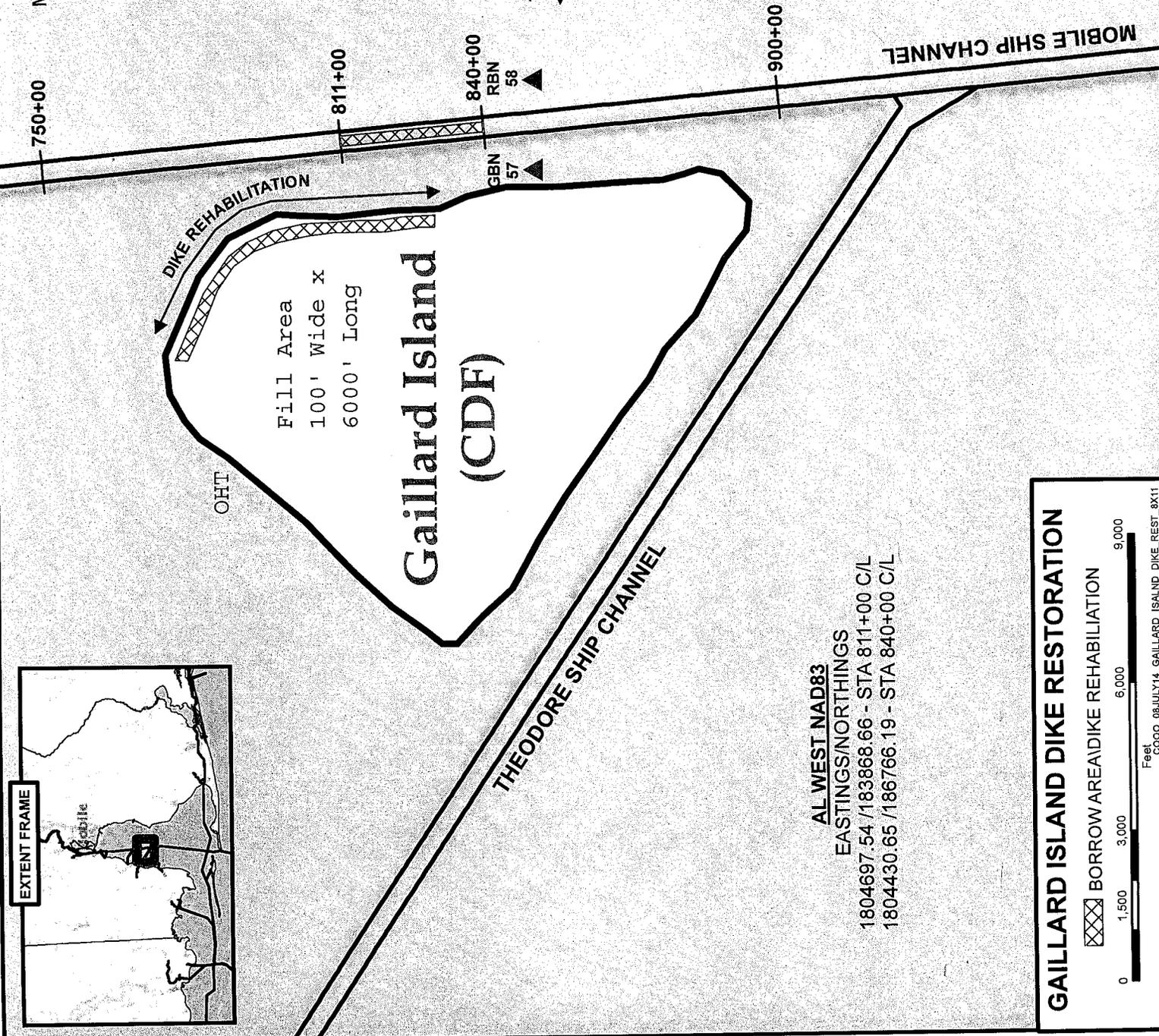
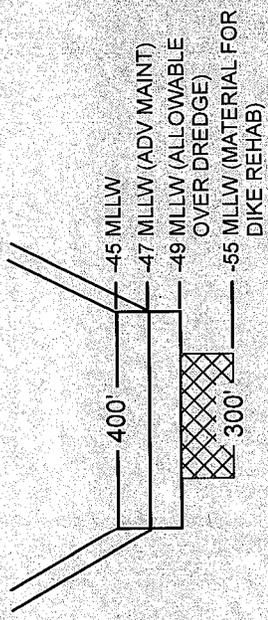
The applicant proposes to hydraulically excavate (via cutterhead dredge) from below the Mobile Ship Channel adjacent to Galliard Island an area 300' wide by 3000' in length to a depth of -55' mean lower low water (MLLW). Total cubic yards (cys) to be removed is approximately 200,000 cys. Current authorized depth(s) for Mobile Harbor Ship Channel is -55' MLLW, but is currently maintained to -45' (plus 2' for advanced maintenance, and 2' for allowable overdepth). This is a one-time dredging event and the channel will be allowed to shoal back in over a short period of time and the next operations & maintenance (O & M) dredging will be to the currently maintained depths. The material removed from this dredging event will be placed on Galliard Island for dike rehabilitation.

The purpose of this project is for navigation and the maintenance of a federally-authorized previously utilized upland disposal area within Mobile Harbor, Alabama. After dewatering, the dredged material will be used as fill to improve and reinforce the upland containment dike structure on Galliard Island (an area 100 ft long by 6000 ft wide). No fill material will be placed below Ordinary High Tide. No permanent sinks or sumps will be created. The return water will be handled as per approved typical standards and released via the weir box.

All environmental clearances have been received for impacts to this area during the recertification of Mobile Harbor Federal Navigation Channel in 2012. No new areas are to be impacted outside the scope of the 2012 certification. See Public Notice No. FP11-MH01-06. Environmental clearances include Alabama Department of Environmental Management Water Quality Certification and Coastal Zone Consistency (2012-167-COEP), U.S. Fish and Wildlife concurrence of no adverse impacts to manatees as long as Standard Manatee Construction Conditions are followed, and clearances from National Marine Fisheries Service Protected Resource Division and Habitat Conservation Division.



MOBILE SHIP CHANNEL TEMPLATE



*MATERIAL FOR DIKE REHABILITATION WILL BE HYDRAULICALLY EXCAVATED (CUTTER HEAD DREDGE) FROM BELOW THE MOBILE SHIP CHANNEL ADJACENT GAILLARD ISLAND. THE BORROW SOURCE DIMENSIONS ARE 300' WIDE TO A DEPT OF -55 MLLW FOR A STRETCH OF THE CHANNEL APPROX 3000LF. TOTAL YARDAGE TO BE REMOVED - APPROX 200 KCY.

AL WEST NAD83
 EASTINGS/NORTHINGS
 1804697.54 / 183868.66 - STA 811+00 C/L
 1804430.65 / 186766.19 - STA 840+00 C/L

GAILLARD ISLAND DIKE RESTORATION

BORROW AREA/DIKE REHABILITATION

0 1,500 3,000 6,000 9,000 Feet

FC000_08JULY14_GAILLARD_ISLAND_DIKE_REST_8X11





STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
468 SOUTH PERRY STREET
MONTGOMERY, ALABAMA 36130-0900

FRANK W. WHITE
EXECUTIVE DIRECTOR

TEL: 334-242-3184
FAX: 334-240-3477

April 9, 2012

Joseph Giliberti
USACE Mobile District
P.O. Box 2288
Mobile, Alabama 36628-0001

Re: AHC 12-0739
COE FPII-MH01-06
Combination of Maintenance Dredge Permits to One Action
Mobile County, Alabama

Dear Mr. Giliberti:

Upon review of the information forwarded by your office, we have determined that we concur with all of the maintenance dredging actions except the Sand Island Beneficial Use Area (SIBUA). We also concur with the spoil disposal sites provided the archaeological exclusion zone (AEZ) areas are avoided. Regarding the SIBUA disposal area, we reluctantly conclude that the designation of the SIBUA is not effective in the protection of cultural resources. This area should remain separate and require separate review if it is to be used.

We appreciate your efforts on this project. Should you have any questions, please contact Greg Rhinehart at 334-230-2662 and include the AHC tracking number referenced above.

Truly yours,

A handwritten signature in cursive script that reads "Elizabeth Ann Brown".

Elizabeth Ann Brown
Deputy State Historic Preservation Officer

EAB/SGH/GCR/gcr



United States Department of the Interior

FISH AND WILDLIFE SERVICE
1208-B Main Street
Daphne, Alabama 36526

Larry

IN REPLY REFER TO:

MAR 15 2012

2012-I-0311

Jennifer Jacobson
Chief, Coastal Environmental Team
U.S. Army Engineer District Mobile
Attention: Larry Parson
P.O. Box 2288
Mobile, AL 36628-0001

Dear Ms. Jacobson:

This is the report of the U.S. Fish and Wildlife Service (Service), concerning your letter of February 17, 2012 and public notice FP11-MH01-06, in which the U.S. Army Corps of Engineers (Corps), Mobile District is proposing continued maintenance dredging and disposal effort for the Mobile Harbor Federal Navigation Project, Mobile County, Alabama. The Mobile Harbor Project is divided into three general areas: the river channel section, the bay channel section, and the bar channel section. The river channel section involves the continued maintenance dredging (1.2 mcy annually) and placement of material from the mouth of the Mobile River to the Cochrane Bridge, approximately four miles. The River channel would be dredged to a total depth of 40 feet plus two feet of advanced maintenance and two feet of allowable overdepth dredging. The bay channel section extends 29 miles from near the mouth of Mobile Bay to the mouth of the Mobile River. Approximately 4.3 mcy of material would be removed annually to a depth of 45 feet plus two feet of advanced maintenance and two feet of allowable overdepth dredging. The bar channel section extends eight miles from the Gulf of Mexico to Mobile Bay. Approximately 300,000 cubic yards of material would be removed annually to a total depth of 47 feet plus two feet of advanced maintenance and two feet of allowable overdepth dredging.

Dredged material is proposed to be removed from the channels by dragline/clamshell, hydraulic pipeline and/or hopper dredge, and all material would be placed in previously approved upland disposal sites. We understand that in the event where emergency dredging activities are required, the Corps is proposing to use open bay disposal areas. The emergency option would be necessary when there is insufficient hopper dredge capability to meet these increased needs. Under these circumstances, pipeline dredging equipment will be used for the bay channel utilizing thin-layer open-water disposal on adjacent bay-bottoms. Placement of materials would not exceed 12 inches in thickness. The use of open-water sites would be coordinated with the applicable agencies as needed prior to usage. Following are the Service comments concerning this federal project as it relates to the Marine Mammal Protection Act of 1972 ((16 U.S.C. 1361-1407), and the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 Cr.S.C. 1531 et seq.).

www.fws.gov

PHONE: 251-441-5181



FAX: 251-441-6222

Your letter states that where hopper dredging equipment will be used for the project the Corps will adhere to the Regional Biological Opinion (RBO) for Dredging of Gulf of Mexico Navigation Channels and Sand Mining Areas Using Hopper Dredges by COE Galveston, New Orleans, Mobile, and Jacksonville Districts (Consultation Number F/SER/2000/01287). Therefore, by strictly adhering to the conditions of the RBO, we believe that adverse impacts to sea turtles during the dredging and disposal operation will be minimal.

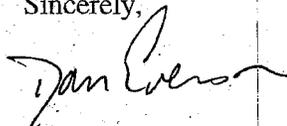
Gulf sturgeon (*Acipenser oxyrinchus desotoi*), particularly juveniles, may be affected by dredging impacts on water quality or food availability, or by direct physical contact. If the following condition is implemented we believe that there will be no adverse impact and formal consultation will not be required. If a Gulf sturgeon is observed, halt operations until the species has left the area. If this step cannot be exercised or there is an occurrence of collision with and/or injury to a sturgeon as a result of the proposed project, then work should cease and further consultation with this office should be undertaken. We request that the Corps report to this office any observation of a sturgeon within the area during project operations.

The Service is also concerned about the potential indirect or direct physical impact on endangered Florida manatees (*Trichechus manatus latirostris*) which may be migrating through the project area during the proposed construction operation. Direct impacts could occur from boat, barge, dredge operation or other construction activities. Because manatees are known to seasonally occur near the area slated for dredging, and could be affected by this activity, we believe that this project, as described, may affect the manatee.

Therefore, the Service proposes that the Corps implement the "Standard Manatee Construction Conditions" that were referred to in your letter (also attached). The Service believes that if these conditions are implemented then there will be no adverse impact to the manatee and formal consultation will not be required. If these steps cannot be exercised or there is an occurrence of collision with and/or injury to a manatee as a result of the proposed project, then further consultation with this office should be undertaken. We request that any observation of a manatee within the area during project operations be reported to this office.

We appreciate the opportunity to comment on your project. For further discussion, please contact Josh Rowell of my staff at (251) 441-5836.

Sincerely,



Dan Everson
Deputy Field Supervisor
Alabama Ecological Services Field Office

Enclosure

ALABAMA
STANDARD MANATEE CONSTRUCTION CONDITIONS

- a. The lessee/grantee shall instruct all personnel associated with the project of the potential presence of manatees and the need to avoid collisions with manatees. All construction personnel are responsible for observing water-related activities for the presence of manatees.
- b. The lessee/grantee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973.
- c. Siltation barriers shall be made of material in which manatees cannot become entangled, are properly secured, and are regularly monitored to avoid manatee entrapment. Barriers must not block manatee entry to, or exit from, essential habitat.
- d. All vessels associated with the construction project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- e. If manatees are seen within 100 yards of the active daily construction/dredging operation or vessel movement, all appropriate precautions shall be implemented to ensure their protection. These precautions shall include the operation of all moving equipment no closer than 50 feet of a manatee. Operation of any equipment closer than 50 feet to a manatee shall necessitate immediate shutdown of that equipment. Activities will not resume until the manatee(s) has departed the project area of its own volition.
- f. Any collision with and/or injury to a manatee shall be reported immediately to the U.S. Fish and Wildlife Service in Daphne (251-441-5181).
- g. Temporary signs concerning the manatees shall be posted prior to and during all construction/dredging activities. All signs are to be removed by the lessee/grantee upon completion of the project. A sign measuring at least 3 ft. by 4 ft. which reads *Caution: Manatee Area* will be posted in a location prominently visible to water related construction crews. A second sign should be posted if vessels are associated with the construction, and should be placed visible to the vessel operator. The second sign should be at least 8½" by 11" which reads *Caution: Manatee Habitat. Idle speed is required if operating a vessel in the construction area. All equipment must be shutdown if a manatee comes within 50 feet of operation. Any collision with and/or injury to a manatee shall be reported immediately to the U.S. Fish and Wildlife Service in Daphne (251-441-5181).*

TEMPORARY MANATEE SIGNS
for standard manatee construction conditions

The *Caution: Manatee Area* signs are available through the companies listed below and may also be available from other local suppliers. Permit/lease holders, should contact sign companies directly to arrange for shipping and billing.

Cape Coral Signs & Designs Inc.

1311 Del Prado Boulevard
Cape Coral, Florida 33990
1-800-813-9992
FAX 813-772-9992

Municipal Supply and Sign Company

P.O. Box 17
Naples, Florida 33939-1765
1-800-329-5366
813-262-4639
FAX 813-262-4645

JADCO Signing Inc.

708 Commerce Way
P.O. Box 911
Jupiter, Florida 33458
1-800-432-3404
407-747-1065
FAX 407-744-2985

The second sign should be at least 8½ inches by 11 inches, and should read:

Caution: Manatee Habitat. Idle speed is required if operating a vessel in the construction area. All equipment must be shutdown if a manatee comes within 50 feet of operation. Any collision with and/or injury to a manatee shall be reported immediately to the U.S. Fish and Wildlife Service in Daphne (251-441-5181).

An example is enclosed, and this example can be copied and used during construction activities.

CAUTION

MANATEE HABITAT

**IDLE SPEED IS REQUIRED IF OPERATING A VESSEL IN
THE CONSTRUCTION AREA.**

**ALL EQUIPMENT MUST BE SHUTDOWN IF A MANATEE
COMES WITHIN 50 FEET OF OPERATION.**

**ANY COLLISION WITH AND/OR INJURY TO A MANATEE SHALL BE
REPORTED IMMEDIATELY TO THE U.S. FISH AND WILDLIFE
SERVICE IN DAPHNE AT**

251-441-5181

NMFS PRD concurrence.txt

From: Parson, Larry E SAM
Sent: Tuesday, April 10, 2012 6:59 AM
To: Jacobson, Jennifer L SAM; Kovacevich, Caree
Subject: FW: Mobile Harbor Navigation Project (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

See email below from Ryan Hendren regarding the consultation for Mobile Harbor.

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

From: Ryan Hendren [mailto:ryan.hendren@noaa.gov]
Sent: Monday, April 09, 2012 2:37 PM
To: Parson, Larry E SAM
Subject: Mobile Harbor Navigation Project

Larry:

Upon review of your project it looks like the Mobile Harbor Navigation Project (Consultation Number I/SER/2012/00581) would be covered by NMFS' November 19, 2003, Regional Biological Opinion (GMRBO) to the COE's Gulf of Mexico districts on hopper dredging of navigation channels and borrow areas (Consultation Number F/SER/2000/01287). The GMRBO analyzes and accounts for the effects of maintenance dredging, as well as channel widening and deepening "to previously authorized dimensions," on listed species. Thus, any effects to sea turtles or Gulf sturgeon from the proposed project have been analyzed in the GMRBO, are included in that opinion's incidental take statement, and are subject to the terms and conditions of that opinion. If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat in a manner or to an extent not previously considered, or if a new species is listed or critical habitat designated that may be affected by the identified action, consultation will need to be reestablished.

Please contact me if you have any additional questions. -rH

--

Ryan Hendren
ESA Consultant
I.M. Systems Group Contractor
National Marine Fisheries Service
NOAA Southeast Regional Office
Protected Resources Division
263 13th Avenue South
St. Petersburg, Florida 33701
PH: (727) 551-5610
FX: (727) 824-5309
Email: Ryan.Hendren@noaa.gov
Web: <http://sero.nmfs.noaa.gov/pr/pr.htm>

Classification: UNCLASSIFIED
Caveats: NONE

FW NMFS-HCD Mobile Hbr PN and EFH consult ltr (UNCLASSIFIED).txt
From: Parson, Larry E SAM
Sent: Friday, April 13, 2012 8:22 AM
To: Kovacevich, Caree
Subject: FW: NMFS-HCD Mobile Hbr PN and EFH consult ltr. (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

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

From: Mark Thompson [mailto:mark.thompson@noaa.gov]
Sent: Thursday, April 12, 2012 5:58 PM
To: Parson, Larry E SAM; Jacobson, Jennifer L SAM
Cc: Veronica Beech
Subject: NMFS-HCD Mobile Hbr PN and EFH consult ltr.

Jenny and Larry,

These are our draft comments. I'll look at them again tomorrow and will put them in a formal letter and fax them over to you. Call early if you want to discuss. 850-814-3576

Mark

NOAA's National Marine Fisheries Service, Southeast Region, Habitat Conservation Division (NMFS-HCD), has reviewed the public notice number FP11-MH01-06 dated November 9, 2011, and your letter dated February, 17, 2012, initiating essential fish habitat (EFH) consultation pursuant to the provisions of the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) for the continued maintenance dredging and placement activities for the Mobile Harbor navigation project (MHNP), Mobile Bay, Mobile County, Alabama. The U.S. Army Corps of Engineers, Mobile District (COE), propose to annually dredge approximately 5.8 million cubic yards of sediment from the Mobile River, Mobile Bay, and Gulf of Mexico entrance channel to maintain authorized depths associated with the MHNP. Authorized maintenance dredged material placement includes upland sites, the Mobile-North Ocean Dredged Material Disposal Site, and the Sand Island Beneficial Use Site. The COE's public notice also advertised an Emergency Disposal Action option that will result in the placement of approximately 6.5 million cubic yards of dredged material in uncontained open water sites adjacent to the channel during the next dredging event. This Emergency Disposal Action is to be available on an as need basis for future dredging events as well. The reauthorization is not to exceed five years.

Mobile Bay has been identified by Gulf of Mexico Fishery Management Council (GMFMC) as EFH for the following federally managed species: red drum; Spanish mackerel; white, brown, and pink shrimp; and lane and gray snapper. Furthermore, NMFS has designated Mobile Bay as EFH for the following: bull sharks; Atlantic sharknose sharks; juvenile blacktip sharks; and juvenile as well as adult bonnethead sharks. Categories of EFH that would be impacted by the project include sand and mud substrate and estuarine water column. Preliminary examination of the seasonal patterns of abundance suggests that at least one of the managed species is present in Mobile Bay at all times of the year. Detailed information on federally managed fisheries and their EFH is provided in the 2005 generic amendment of the fishery management plans for the Gulf of Mexico prepared by the GMFMC and in the 2009 amendment 1 to the Consolidated Atlantic Highly Migratory Species Fishery Management Plan prepared by NMFS. In addition to EFH designated for federally managed species, Mobile Bay provides nursery and foraging habitats that support both forage and economically important marine fishery species such as black drum, spotted seatrout, southern flounder, gulf menhaden, bluefish, croaker, mullet, and blue crab. These estuarine-dependent organisms serve as prey for other fisheries managed under the Magnuson-Stevens Act by the GMFMC (e.g., mackerels, snappers, and groupers) and highly migratory species managed by the

FW NMFS-HCD Mobile Hbr PN and EFH consult ltr (UNCLASSIFIED).txt
NMFS (e.g., billfishes and sharks).

The EFH provisions of the Magnuson-Stevens Act support one of the Nation's overall marine resource management goals - maintaining sustainable fisheries. Essential to achieving this goal is the restoration and maintenance of suitable marine fishery habitat quality and quantity. We identified concerns with uncontained opened water maintenance material placement in estuarine waters and have recommended in previous letters and meetings that this material should be utilized for environmental beneficial uses and environmental restoration. Unconfined open water dredged material placement has been demonstrated to temporarily: smother benthic infauna, increase turbidity, total suspended solids, and total organic material, increase water column nutrients such as phosphorus, nitrogen and ammonia; release metals; and decrease dissolved oxygen throughout the water column. This can impact ichthyoplankton, post-larval and juvenile fishery species, as well as have long term food web impacts through bioaccumulation and biomagnification of contaminants. The extent of adverse impacts, both long-term and short term, is influenced by many factors such as quantity and quality of the sediments, tidal transport, disposal rate, water depths, the area's biological productivity, water quality conditions, and the time of year of disposal. Accordingly, the placement of approximately 6.5 million cubic yards of maintenance dredged material onto 3,800 acres of bay bottom will likely result in direct and indirect adverse impacts to EFH and NOAA's trust resources in Mobile Bay.

While the NMFS-HCD has no objections to the continued maintenance dredging of the MHNP with upland and ocean placement of dredged sediments, we do not necessarily believe it is the best use of these vital resources. Because of the potential adverse impacts to EFH from uncontained dredged material placement in the bay, the historic loss of wetlands within the Mobile Bay system, and the predicted future loss of wetlands that will result from ongoing relative sea level rise, NMFS-HCD preferred alternatives are to utilize this maintenance dredged material to restore historic shoreline wetlands and to create tidal wetlands within contained placement areas.

We are also concerned as it appears the COE has redefined criteria for what is to be declared Emergency Disposal Actions. Previously, Emergency Disposal Actions were associated with significant storm events that resulted a rapid shoaling of the channel and not regular anticipated maintenance. While we understand the insufficient hopper dredge availability issue and the immediate need to "catch up" with maintenance of the Mobile Harbor channel, we anticipate that this new criteria may well result in more frequent Emergency Disposal Actions based upon the COE's ever shrinking Operations and Maintenance budget and the always increasing costs of dredging.

Also, in light of recent interagency discussions regarding the COE's consideration of modifying the dredged material disposal requirements of the MHNP, detailed information will be necessary to fully address impacts associated with uncontained open water placement. Our main issues include habitat impacts as well as the short and long term fate of the dredged sediments. Therefore, to assist in addressing within bay placement issues, this current requested Emergency Disposal Action should incorporate field data collection and modeling efforts to supplement data already being collected by the COE. To specifically address the sediment fate issue, we recommend the COE develop monitoring and modeling protocols to answer the following questions:

1. What is the precision to which the COE can apply thin layer placement (not to exceed 12 inches) in a shallow bay?
2. How much material leaves the site during placement and where does it go?
3. What are the exposure values for habitat outside the placement sites?

4. How much material leaves the site post-placement due to waves/currents and where does it go?
5. What are the opportunities to take advantage of transport processes post-placement to achieve positive objectives, such as an accretion of sediments along shorelines?
6. How much of the material re-enters the channel and at what rate?

To address the habitat impact issues, we recognize that numerous studies have been performed regarding uncontained open water placement of dredged sediments and, at this time, we believe an interagency workshop would be beneficial to identify these studies, review them, and address their results. Also, the workshop could assist in determining if additional specific biological studies are necessary.

In consideration of the direct and indirect impacts to Mobile Bay and to ensure the conservation of EFH and fishery resources, the reauthorization of the MHNP should include the following:

EFH Conservation Recommendations

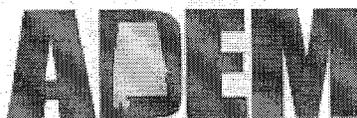
1. The COE shall develop monitoring and modeling protocols to address the fate of the disposed sediments during the proposed emergency disposal action.
2. The COE shall organize a workshop to address impacts associated with uncontained open water disposal.
3. The COE shall continue to work with the federal and state resource agencies to address and develop beneficial use opportunities for the maintenance dredged material associated with the MHNP.

Please be advised the Magnuson-Stevens Act and the regulation to implement the EFH provisions (50 CFR Section 600.920) require the Corps to provide a written response to this letter. That response must be provided within 30 days and at least 10 days prior to final agency action. A preliminary response is acceptable if final action cannot be completed within 30 days. The Corps' final response must include a description of measures to be required to avoid, minimize, mitigate, or offset the adverse impacts of the activity. If the Corps' response is inconsistent with these EFH conservation recommendations, the Corps must provide an explanation of the reasons for not implementing those recommendations.

We appreciate the opportunity to review and comment on the project and are available to continue consultation on the issues identified herein. If you have questions regarding these comments, please contact Mark Thompson at our Panama City office at (850) 234-5061.

FW NMFS-HCD Mobile Hbr PN and EFH consult ltr (UNCLASSIFIED).txt
Caveats: NONE

LANCE R. LEFLEUR
DIRECTOR



ROBERT J. BENTLEY
GOVERNOR

Alabama Department of Environmental Management
adem.alabama.gov

1400 Coliseum Blvd. 36110-2400 ■ Post Office Box 301463
Montgomery, Alabama 36130-1463
(334) 271-7700 ■ FAX (334) 271-7950

April 10, 2012

MR. CURTIS FLAKES
U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 2288
MOBILE, AL 36628-0001

RE: State of Alabama: CWA Section 401(a) Water Quality Certification and Coastal Consistency Concurrence
Mobile Harbor Navigation Project, Mobile County (097)
U.S. Army Corps of Engineers Joint Public Notice and Permit: FP11-MH01-06
ADEM Tracking Code: 2012-167-COEP

Dear Mr. Flakes:

This office has completed its review of the above referenced joint public notice and all submitted materials related to the U.S. Army Corps of Engineers' (USACOE) proposal to conduct dredging and disposal activities in the Mobile Harbor, Mobile Bay and the Gulf of Mexico in Mobile County, Alabama. The approved project involves the dragline/clamshell, hydraulic pipeline or hopper dredge removal of approximately 1.2 million cubic yards of material annually from the mouth of the Mobile River to the Cochrane Bridge with placement in upland disposal areas located in the upper harbor area or the Mobile-North Ocean Dredged Material Disposal Site (ODMDS); the dragline/clamshell, hydraulic pipeline or hopper dredge removal of approximately 4.3 million cubic yards of material annually from the main channel in Mobile Bay, from near the mouth of the bay to the mouth of the Mobile River, with placement in the Mobile-North ODMDS; and, the hopper or hydraulic cutterhead dredge of approximately 300,000 cubic yards of material annually from the Mobile Bay Channel from the Gulf of Mexico to Mobile Bay with placement in the SIBUA and the Mobile-North ODMDS. In addition, in the event where storm related emergency dredging activities are considered critical to provide safe navigation for returning the channels to the pre-storm dimension and restoring full shipping capacity, the USACOE will utilize the open bay disposal areas and the Galliard Island disposal area.

Action pertinent to water quality certification is required by Section 401(a)(1) of the Clean Water Act, 33 U.S.C. §1251, *et seq.* If conducted in accordance with the conditions prescribed herein, ADEM hereby **grants** official certification that there is reasonable assurance that the discharge resulting from the proposed activities as submitted will not violate applicable water quality standards established under Section 303 of the Clean Water Act and §22-22-9(g), *Code of Alabama* (1975). This certification terminates coincidentally with the expiration of FP11-MH01-06 but in no case shall this ADEM certification exceed a maximum of five (5) years from the date the U.S. Army Corps of Engineers issues permit FP11-MH01-06 unless specifically authorized in response to a written request for same.

The ADEM **concurs** with USACOE's consistency determination that the project is consistent with the Alabama Coastal Area Management Program to the maximum extent practicable.

The ADEM certifies that there are no applicable effluent limitations under Sections 301 and 302 nor applicable standards under Sections 306 and 307 of the Clean Water Act in regard to the activities specified. However, regulations promulgated by the EPA requiring discharge permits for storm water runoff from individual and commercial facilities may be applicable. This certification does not address the requirements of those regulations.

To protect water quality and coastal resources, the following conditions must be incorporated as part of **FP11-MH01-06**.

1. The ADEM must be notified of the starting date and expected completion date, including any project phasing utilized, prior to project implementation.

Birmingham Branch
110 Vulcan Road
Birmingham, AL 35209 4702
(205) 942-6188
(205) 941-1603 (FAX)

Decatur Branch
2715 Sandlin Road, S. W.
Decatur, AL 36003-1333
(256) 353-1713
(256) 340-9359 (FAX)



Mobile Branch
2204 Perimeter Road
Mobile, AL 36615-1131
(251) 450-3400
(251) 479-2593 (FAX)

Mobile-Coastal
4171 Commodors Drive
Mobile, AL 36615-1421
(251) 432-6533
(251) 432-6598 (FAX)

2. The USACOE and/or its assigns **shall** allow any duly authorized employee of the ADEM or its contractors, or Attorney General or District Attorney to enter the premises associated with the project authorized by this permit for the purposes of ascertaining compliance with the terms and conditions of the permit and with the rules and regulations of the ADEM.
3. The USACOE and/or its assigns must implement and maintain appropriate, effective Best Management Practices (BMPs) for prevention and control of nonpoint sources of pollutants, during and after project implementation. The USACOE and/or its assigns, at a minimum, must implement applicable effective BMPs as provided in the Alabama Handbook for Erosion Control, Sediment Control, and Stormwater Management on Construction Sites and Urban Areas, published by the Alabama State Soil and Water Conservation Committee, March 2009.
4. The USACOE and/or its assigns shall conduct **daily** inspections of the sand placement activities during the life of the project to ensure that in-stream turbidity resulting from active dredging or return water from a disposal area will not cause the discharge of sediment into wetlands, substantial visible contrast with the receiving waters greater than 400 feet from the activity or result in an increase of 50 NTUs above background turbidity levels in the receiving waters. The USACOE and/or its assigns must suspend operations should downstream turbidity exceed upstream turbidity by 50 NTUs. The USACOE and/or its assigns shall **immediately** notify the ADEM Coastal Program Satellite Office at (251) 432-6533 of resultant work stoppage.
5. The USACOE and/or its assigns shall be responsible for the condition of the spoil disposal areas for the life of the placement activity and until the disposal areas are reclaimed or adequately stabilized, and for pumping and discharge rates, to ensure settling of suspended solids within the confines of the spoil disposal areas sufficient to ensure that turbidity in the return water will not cause substantial visible contrast within the receiving waters, or result in an increase of 50 NTUs above background turbidity levels in the receiving waters.
6. Upon the loss or failure of any treatment facility, BMP, or other management measure as identified by responsible on-site staff during day-to-day operations or as identified by ADEM technical staff during facility inspections, the USACOE and/or its assigns shall, where necessary to maintain compliance with this certification, suspend, cease, reduce, or otherwise control work/activity and all discharges until effective treatment is restored. The USACOE and/or its assigns shall **immediately** notify the ADEM Coastal Program Satellite Office at (251) 432-6533 of resultant work stoppage.
7. The USACOE and/or its assigns shall provide written notice to the ADEM of any proposed modifications to the fill and construction proposal. Modification and/or time extension requests must be received **60 days prior** to the expiration of this CWA 401 (a) water quality certification. Modification and/or time extension requests should be submitted to the ADEM Coastal Program Satellite Office, Attn: Jennifer Robinson, 4171 Commanders Drive, Mobile, AL 36615.

In recognition that projects are site specific in nature and conditions can change during project implementation, the ADEM reserves the right to require the submission of additional information or require additional management measures to be implemented, as necessary on a case-by-case basis, in order to ensure the protection of water quality and coastal resources.

Liability and responsibility for compliance with this certification are not delegable by contract or otherwise. USACOE shall ensure that any agent, contractor, subcontractor, or other person employed by, under contract, or paid a salary by USACOE complies with this certification. Any violations resulting from the actions of such person shall be considered violations of this certification and may result in an enforcement action.

U.S. Army Corps of Engineers
2012-167-COEP/FP11-MH01-06
April 10, 2012
Page 3 of 3

This certification does not convey any property rights in either real or personal property, or any exclusive privileges, nor does it authorize any injury to persons or property or invasion of other private rights, trespass, or any infringement of Federal, State, or local laws or regulations, and in no way purports to vest in USACOE title to lands now owned by the State of Alabama nor shall it be construed as acquiescence by the State of Alabama of lands owned by the State that may be in USACOE's possession.

Call or write Jennifer Robinson: (251) 432-6533 or jrobinson@adem.state.al.us anytime with questions. Always include the ADEM Tracking ID referenced above when correspondence relative to this project.

Sincerely,



Steven O. Jenkins, Chief
Field Operations Division

SOJ/jcr File: CZCERT/XXX

Enclosure (6 Pages)

E-copy: Larry Parson, U.S. Army Corps of Engineers
Rosemary Hall, USEPA Region IV, Atlanta
Patric Harper, USFWS, Daphne
Mark Thompson, NMFS, St. Petersburg
Carl Ferraro, ADCNR, Spanish Fort

Comment # 21

Parson, Larry E SAM

From: [REDACTED]
Sent: Friday, February 19, 2016 7:13 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] PUBLIC NOTICE: FP15-MH01-10

It is our understanding that the Corps of Engineers has begun a new study to deepen and widen the Mobile Harbor ship channel which will increase the amount of dredging performed. Based on numerous studies regarding dredging practices here and in other states, this increased dredging will likely make Dauphin Island's erosion worse.

The Corps has asked the public to identify environmental issues and concerns that should be considered in the study and in the evaluation of the environmental effects of a deeper and wider channel. To this end, we are submitting this email to identify the issues the US Army Corps of Engineers must address in its General Reevaluation Study and Environmental Impact Statement (EIS) to deepen and widen the Mobile Harbor Ship Channel.

- * Conduct the study objectively to assure all concerned interests are given equal consideration.
- * The Corps should prepare a Dredged Material Disposal Master Plan for Mobile Bay and make it part of the Study and EIS, with extensive involvement of the public from the early planning stages rather than at the end of the process when all decisions have essentially been made. The Corps should cease secretly developing and implementing dredged material disposal options under its so called "Mobile Bay Regional Sediment Management Strategy" and begin calling this effort what it actually is: "Mobile Bay Dredged Material Disposal Management Strategy". It is essential that this effort be incorporated into the General Reevaluation Study and EIS, with information being made public in the early planning stages.
- * The Corps should no longer purposefully exclude Dauphin Island from its "Regional Sediment Management Strategy (RMS)" for Mobile Bay. Instead, the Study should incorporate Dauphin Island in the existing RMS approach (by recognizing that the island's erosion is affected by maintenance of the Outer Bar Channel) and devote major attention to the beneficial use of dredged sands to counter erosion. It is unacceptable that Dauphin Island continues to be penalized and excluded as "punishment" for the Corps 2000-2009 lawsuit with the Dauphin Island Property Owners Association.
- * Thoroughly address the cumulative historical sand losses to Dauphin Island dating back to at least 1958 that correspond with increasing deepening of the Outer Bar Channel according to U.S. Geological Survey's 2007 report. This analysis is needed to establish the historical and baseline and projected future conditions to describe the No Action Alternative against which the deepening and widening alternatives will be compared. The Corps cannot ignore the losses in millions and millions of littoral drift sands due to its maintenance practices and the erosion of Dauphin Island that occurred over time.
- * Document why the Corps no longer agrees with its own agency's position (stated in its draft 1978 report on Dauphin Island's beach erosion) that concluded maintenance of the Outer Bar Channel is contributing to at least 40% of Dauphin Island's erosion problem. The Corps not only ignores its own 1978 report, but is of the new position that maintenance dredging of the channel has no impact on the erosion of Dauphin Island. How can the Corps expect the public to believe the results of the impending Study and EIS, when its change in position on the erosion issue appears to have been influenced by its desire to win the 2000-2009 lawsuit with the Dauphin Island Property Owners Association as well as the desire to keep the non-federal share of the costs borne by the Alabama State Port Authority to maintain the Mobile Harbor project as low as possible?
- * The scientific literature is replete with numerous examples where navigation channels dredged through coastal inlets have interrupted the littoral drift of nearshore sands along the beach, causing beaches downdrift of the inlets to erode. This phenomenon is common along the entire US Gulf Coast, the rest of the nation, and around the world. Yet, the Mobile District has maintained this scientific model widely accepted by coastal scientists and engineers does not apply to dredging the Outer Bar Channel through the Mobile Pass Inlet and the erosion of Dauphin Island. Given this inexplicable disregard of known cause and effect by the Corps, The General Evaluation Study and EIS must devote

considerable attention to this issue and provide convincing information to support whatever conclusion the Corps develops.

* The Corps has dumped dredged sands in the Sand Island Beneficial Use Area (SIBUA) south of the lighthouse for years with their position being that these sands are moved by currents to Dauphin Island to counter erosion. However, the observed evidence indicates most of the sands are not moved, but rather accumulate at that location, while Sand Island has almost disappeared and Dauphin Island continues to erode. This leads to the conclusion that the SIBUA is failing to meet its intended purpose. In lieu of continuing to use the SIBUA, the Corps should adopt the same shallow water (<10 to 15 feet) deposition methods that the Mobile District has recently recommended be used to build back Petit Bois Island's eroded Gulf shoreline west of Dauphin Island.

* The General Reevaluation Study and EIS should thoroughly evaluate why the SIBUA fails to meet its purpose. To this purpose, establish a Citizen Advisory Committee that will meet at least two to four times a year with the Corps to assess how public concerns are being addressed in the General Reevaluation Study and EIS. The next time the public hears from the Corps should not be when Draft EIS is released for review at the end of the 4-year study.

Your consideration of these issues is much appreciated.

[Redacted signature block]

Sent from Mail <Blocked<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

Parson, Larry E SAM

From: [REDACTED]
Sent: Thursday, February 11, 2016 4:18 PM
To: Mobile Harbor GRR
Cc: [REDACTED]
Subject: [EXTERNAL] Mobile Harbor General Reevaluation Report
Attachments: SSSY Mobile16021122190.pdf

Please see attached Comments.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



US Army Corps
of Engineers
Mobile District

Comment # 23

Thank You for Your Comments

**Mobile Harbor General Reevaluation Report, Mobile, Alabama
Public Scoping Meeting at the Mobile Alabama Cruise Terminal
201 S. Water Street, Mobile, Alabama 36602
Tuesday, January 12, 2016
5:00 - 8:00 PM**

In an effort to ensure that all public comments are captured for the Mobile Harbor General Reevaluation Report, Mobile, Alabama, we welcome your written comments. You may place them in the "Written Comments" box at this public meeting session, or send them to: U.S. Army Corps of Engineers, Mobile District, Planning & Environmental Division, Coastal Environment Team, P.O. Box 2288, Mobile, Alabama 36628-0001 ; (Phone: 251.690.3139); or by email to MobileHarborGRR@usace.army.mil.

Comment Category:

Environmental Cultural Resources Threatened and Endangered Species
Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
Other

Comments (additional space on back):

BAE Systems Southeast Shipyards Alabama LLC supports widening and deepening Mobile Harbor's channel to the fully authorized width and depth. We further urge that deepening to 55 feet extend into the Pinto Reach so that Pinto Island may receive calls from vessels, particularly drill ships and offshore watercraft which work offshore in the Gulf of Mexico, which require such depths. The opening of the enlarged and expanded Panama Canal will produce a new generation of PANAMAX vessel which will require the fullest widening and deepening of the channel.

Name/Organization/Contact Information (Optional):

John Machisak
Vice President & General Manager
Systems Southeast Shipyards Alabama LLC
(251) 690.7061
john.machisak@BAEsystems.com

Parson, Larry E SAM

From: [REDACTED]
[REDACTED] Wednesday, February 10, 2016 8:46 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL]
Attachments: Corps of Engineers Letter.docx
Importance: High

Please read!

Comment # 24

Ms. Jennifer Jacobson
US Army Corps of Engineers
Mobile District, Planning & Environmental Division
Coastal Environment Team
PO Box 2288
Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

I have deep concern with some of the issues the US Army Corps of Engineers should address in i Impact Statement (EIS) to deepen and widen the Mobile Harbor Ship Channel. These are my concerns resulting from the January 12 Public Scoping Meeting.

- We need a study that makes sure all interests are considered, and not just the Alabama State Port Authority.
- The public should be involved in plans to dispose of dredged material removed during initial deepening and widening of the ship channel and future maintenance. The public need to be made aware of the planned dredged material disposal before it happens, not after.
- Dauphin Island should be included in the “Regional Sediment Management Strategy (RMS)” for Mobile Bay. The island’s erosion is affected by maintenance of the Outer Bar Channel and we need to devote major attention to the beneficial use of dredged sands to counter erosion.
- Adhere to the River and Harbor Act of 1935 which requires the Corps to report involving a improvements to the Mobile Harbor Outer Bar Channel evaluate shoreline erosion for a distance of ten miles on either side of the channel.
- Thoroughly address the cumulative historical sand losses to Dauphin Island dating back to at least 1958 that correspond with increasing deepening of the Outer Bar Channel according to U.S. Geological Survey's 2007 report. This analysis is needed to establish the historical and baseline and projected future conditions to describe the No Action Alternative against which the deepening and widening alternatives will be compared. The Corps cannot ignore the losses in millions and millions of littoral drift sands due to its maintenance practices and the erosion of Dauphin Island that occurred over time.
- Why can’t the Corps agree with the 1978 report on Dauphin Island’s beach erosion that concluded maintenance of the Outer Bar Channel is contributing to at least 40% of Dauphin Island’s erosion problem?
- The Corps has dumped dredged sands at Sand Island south of the lighthouse for years thinking that these sands are moved by currents to Dauphin Island to counter erosion. What happens, however is that most of the sands are not moved, but accumulate at that

location, while Sand Island has almost disappeared and Dauphin Island continues to erode. The Plan is not working.

- The Corps should adopt the same shallow water (<10 to 15 feet) deposition methods the Mobile District has recently recommended be used to build back Petit Bois Island's eroded Gulf shoreline west of Dauphin Island.
- We need to be informed and be involved in the processes. The next time the public hears from the Corps should not be when Draft EIS is released for review at the end of the 4-year study.

Thank you for your consideration.

[REDACTED]

[REDACTED]

Parson, Larry E SAM

From: Wilson, Allen D SAM
Sent: Thursday, March 03, 2016 3:11 PM
To: Mobile Harbor GRR
Cc: Parson, Larry E SAM
Subject: FW: [EXTERNAL] RE: Draft Supplemental Environmental Impact Statement for the Study Activities pertaining tot he Mobile Harbor, Alabama General Reevaluation Report

FYI.

Allen Wilson, RPA
Maritime Archaeologist
USACE Inland Environmental Team
Planning and Environmental Division
Mobile District
CESAM-PD-EI
109 St. Joseph Street
PO Box 2288
Mobile, Al 36608
Office: 251-694-3867

Please note the new email address for the Regulatory Dropbox is: SAM-PDEI-SUPPORT@usace.army.mil

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

From: Fedoroff, Michael P SAM
Sent: Thursday, March 03, 2016 3:03 PM
To: Wilson, Allen D SAM <Allen.D.Wilson@usace.army.mil>
Cc: Grunewald, Matthew M. SAM <Matthew.M.Grunewald@usace.army.mil>
Subject: Fw: [EXTERNAL] RE: Draft Supplemental Environmental Impact Statement for the Study Activities pertaining tot he Mobile Harbor, Alabama General Reevaluation Report

Sent from my BlackBerry 10 smartphone.

From: Daniel R. Ragle <dragle@choctawnation.com>
Sent: Thursday, March 3, 2016 10:46 AM
To: Fedoroff, Michael P SAM
Subject: [EXTERNAL] RE: Draft Supplemental Environmental Impact Statement for the Study Activities pertaining tot he Mobile Harbor, Alabama General Reevaluation Report

Mr. Fedoroff,

The Choctaw Nation of Oklahoma thanks you for the correspondence and would like to be a consulting party regarding the above referenced project. Please forward the Draft Supplemental Environmental Impact Statement to Lindsey Bilyeu at lbilyeu@choctawnation.com <mailto:lbilyeu@choctawnation.com> , once one is available.

Daniel Ragle

Compliance Review Officer

Historic Preservation Dept.

Choctaw Nation of Oklahoma

(800) 522-6170 Ext. 2727

dragle@choctawnation.com <mailto:dragle@choctawnation.com>

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Comment # 25

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, February 29, 2016 10:40 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] omments on Public Notice: FP15-MH01-10 Proposed Widening of the Mobile Shipping Channel

Ms. Jennifer Jacobson
US Army Corps of Engineers
Mobile District, Planning & Environmental Division
Coastal Environment Team
PO Box 2288
Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

This letter is submitted in response to the Corps' January 12 Public Scoping Meeting. I wish to express my great concerns with the proposed Shipping Channel Widening proposed for the Mobile Harbor Ship Channel as authorized by the Water Resources Development Act of 1986.

I have watched the erosion occurring on Dauphin Island with great alarm. I am particularly concerned that the Corp is not in compliance with Section 5 of the River and Harbor Act of 1935 that requires every Corps report involving an "improvement" to an inlet to evaluate shoreline erosion for a distance of not less than ten miles on either side of the inlet channel.

I have watched the Corps dump dredged sands in the Sand Island Beneficial Use Area (SIBUA) south of the Sand Island lighthouse for years with the assertion that these sands would be moved by currents to Dauphin Island to counter erosion. However, it is clear to even a casual observer that this sand is NOT making its way into the littoral flow. The dumping areas are full, the sand is not moving. The practice needs to be re-evaluated via an EIS, and a Dredged Materials Disposal Plan created with the input of area stakeholders, namely, local residents, the Town Government, and the Dauphin Island Property Owners' Association.

The Corp has operated with impunity in south Alabama for many years, and the results of this mismanagement are clear and stark. The Corps should no longer purposefully exclude Dauphin Island from its "Regional Sediment Management Strategy (RMS)" for Mobile Bay. The public will no longer accept Dauphin Island being penalized and excluded because of the 2000-2009 lawsuit. The time has come for a full EIS; to do anything less under the circumstances would be highly questionable and totally unacceptable to the people of south Mobile County.

Sincerely,

[REDACTED]

--

<Blocked<http://dx577khz83dc.cloudfront.net/1116/0323a353-b6f4-4758-bf25-70b6ae2dbbc6.png>>

[REDACTED]

Comment # 26

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, February 08, 2016 12:29 PM
To: Mobile Harbor GRR
Cc: bill.hightower@alsenate.gov; d.r.sessions@att.net
Subject: [EXTERNAL] Mobile Ship Channel EIS

Feb. 7, 2016

Dear Colonel Chytka,

My name is Domenic Carlucci and I currently serve as the President of the Dauphin Island Property Owners Association. I am writing to you today as a concerned resident of Dauphin Island.

I recently attended the Corps Public Scoping Hearing on Jan 12, 2016. It was an interesting forum which provided a significant amount of information. The individuals I spoke to were knowledgeable in their fields and provided answers to many of the questions I asked. The one glaring absence in information offered was any reference to the controversy that exists over the influence of the ship channel dredging on the erosion of Dauphin Island. Whether one agrees or disagrees with a "dredging effect" on Dauphin Island the controversy should have been addressed.

The Corps' 2009 Mississippi Coastal Improvements Study acknowledged that maintenance of the ship channels passing between the barrier islands forming Mississippi Sound contribute to the erosion of those islands. That conclusion is similar to the one contained in the Corps' 1978 "Mobile County (including Dauphin Island) Feasibility Report for Beach Erosion Control and Hurricane Protection" which clearly stated that the Mobile Harbor ship channel contributes to the erosion of Dauphin Island.

It is my belief that the proposed Widening and Deepening of the Mobile Harbor Navigation Channel merits a new Environmental Impact Study to evaluate the impact on the surrounding areas. There are different theories on the littoral drift of sand in the northern gulf. The Corps position that the Mobile Harbor Ship Channel does not effect "littoral" drift cannot be proven. The basic fact that the ship channel requires re-dredging on a 2-3 year schedule proves that the sand surrounding it has moved and has reduced the depth and width of the channel. To suggest that a portion of that sand could not have moved toward a replenishment of Dauphin Island defies logic.

It is as simple as that. The requirement to re-dredge the channel proves that littoral drift of sand occurs and thus presents a need to properly research that effect. Only a new EIS could offer the answer to the erosion controversy that concerns many residents of Dauphin Island.

I look forward to a meaningful response on this matter.

Sincerely,

[REDACTED]

Comment # 27

Parson, Larry E SAM

From: [REDACTED]
Sent: Sunday, February 28, 2016 5:42 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Comment.

I believe the silt from this would destroy what's left of the grasses in Mobile bay.

Sent from my iPad

Comment # 28

Parson, Larry E SAM

From: [REDACTED]
Sent: Friday, February 26, 2016 8:43 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Mobile Ship Channel Dredging

Jennifer- please note that I agree with all items set forth in letter below. The Corps needs to take into consideration the detrimental effects past activities have had on our coast.

Thank you,

[REDACTED]

Ms. Jennifer Jacobson

US Army Corps of Engineers

Mobile District, Planning & Environmental Division

Coastal Environment Team

PO Box 2288

Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

This letter identifies the issues the US Army Corps of Engineers must address in its General Reevaluation Study and Environmental Impact Statement (EIS) to deepen and widen the Mobile Harbor Ship Channel as authorized by the Water Resources Development Act of 1986. I am submitting these issues in response to the Corps' January 12 Public Scoping Meeting.

- Conduct the study objectively to assure all concerned interests are given equal consideration and not just the views of the Alabama State Port Authority.
- If the Corps plans to dispose of dredged material in Mobile Bay (i.e., thin layer spreading, island creation, etc.) removed during initial deepening and widening of the ship channel and future maintenance, the Corps should prepare a Dredged Material Disposal Master Plan for Mobile Bay and make it part of the Study and EIS, with the extensive involvement of the public. No longer should the Corps hide behind the guise of the Interagency Working Group to secretly develop and implement dredged material disposal options under its so called "Mobile Bay Regional Sediment Management Strategy".

The Corps should cease using this euphemism and begin calling this effort what it actually is: "Mobile Bay Dredged Material Disposal Management Strategy". It is essential that this effort be incorporated into the General Reevaluation Study and EIS, with information finally being made public in the early planning stages and not at the end of the process when all decisions have essentially been made as has been the case to date.

- The Corps should no longer purposefully exclude Dauphin Island from its "Regional Sediment Management Strategy (RMS)" for Mobile Bay. Instead, the Study should incorporate Dauphin Island in the existing RMS approach because the island's erosion is affected by maintenance of the Outer Bar Channel and devote major attention to the beneficial use of dredged sands to counter erosion. The public will no longer accept Dauphin Island being penalized and excluded because of the 2000-2009 lawsuit.
- Comply with Section 5 of the River and Harbor Act of 1935 that requires every Corps report involving an "improvement" to an inlet (i.e., Mobile Harbor Outer Bar Channel through Mobile Pass) to evaluate shoreline erosion for a distance of not less than ten miles on either side of the inlet channel. The Corps' 1980 report and EIS did not comply with that law.
- Thoroughly address the cumulative historical sand losses to Dauphin Island dating back to at least 1958 that correspond with increasing deepening of the Outer Bar Channel according to U.S. Geological Survey's 2007 report. This analysis is needed to establish the historical and baseline and projected future conditions to describe the No Action Alternative against which the deepening and widening alternatives will be compared. The Corps cannot ignore the losses in millions and millions of littoral drift sands due to its maintenance practices and the erosion of Dauphin Island that occurred over time.
- Explain why the Corps no longer agrees with the agency position stated in its draft 1978 report on Dauphin Island's beach erosion that concluded maintenance of the Outer Bar Channel is contributing to at least 40% of Dauphin Island's erosion problem. Document why the findings and conclusions of that report are now considered to be invalid? The Corps not only ignores its own 1978 report now, but is of the new position that maintenance dredging of the channel has no impact on the erosion of Dauphin Island. How can the Corps expect the public to believe the results of the impending Study and EIS, when its change in position on the erosion issue appears to have been influenced by its desire to win the 2000-2009 lawsuit with the Dauphin Island Property Owners Association and by the desire keep the non-federal share of the costs borne by the Alabama State Port Authority to maintain the Mobile Harbor project as low as possible?
- The scientific literature is replete with numerous examples where navigation channels dredged through coastal inlets have interrupted the littoral drift of nearshore sands along the beach, causing beaches downdrift of the inlets to erode. This phenomenon is common along the entire US Gulf Coast, the rest of the nation, and around the world. Yet, the Mobile District has maintained this scientific model widely accepted by coastal scientists and engineers does not apply to dredging the Outer Bar Channel through the Mobile Pass Inlet and the erosion of Dauphin Island. The General Evaluation Study and EIS must devote considerable attention to this issue and provide convincing information to support whatever conclusion the Corps develops.
- The Corps has dumped dredged sands in the Sand Island Beneficial Use Area (SIBUA) south of the lighthouse for years with the position being that these sands are moved by currents to Dauphin Island to counter erosion. However, the observed evidence indicates most of the sands are not moved, but accumulate at that location, while Sand Island has almost disappeared and Dauphin Island continues to erode. This leads to the conclusion that the SIBUA is failing to meet its intended purpose. The General Reevaluation Study and EIS should thoroughly evaluate why the SIBUA fails to meet its purpose.
- In lieu of continuing to use the SIBUA, the Corps should adopt the same shallow water (<10 to 15 feet) deposition methods the Mobile District has recently recommended be used to build back Petit Bois Island's eroded Gulf shoreline west of Dauphin Island.
- Establish a Citizen Advisory Committee that will meet at least two to four times a year with the Corps to assess how public concerns are being addressed in the General Reevaluation Study and EIS. The next time the public hears from the Corps should not be when Draft EIS is released for review at the end of the 4-year study.

Comment # 29

Parson, Larry E SAM

From: [REDACTED]
Sent: Saturday, February 27, 2016 7:55 AM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Dauphin Island-dredging and widening

Ms. Jennifer Jacobson,

As property owners on beautiful Dauphin Island, Alabama we are begging the Corp of Engineers to please complete the extended studies before you begin the dredging and widening of the channel. Do you not see what the previous dredging and widening has already caused to the transformation of the island? Look at the before pictures and the now pictures. If you continue to make changes to the waters around the island - the island could shift and who knows-connect to the mainland one day? Look how Sand Island has shifted and look at the erosion the previous dredging has caused. Do you see this erosion at Fort Morgan and Gulf Shores? NO! Let us keep the one beautiful island and sanctity Mobile, Alabama has left-Dauphin Island. Please continue to study the consequences before you cause our island to disappear. I might not live long enough to see what you will cause this island to suffer with your dredging, but, trust me from the past changes that the Corps has made, it will definitely caused devastation to beautiful Dauphin Island. Please, please help us save what we have.

Thank you,

[REDACTED]

Comment # 30

Parson, Larry E SAM

From: Parson, Larry E SAM
Sent: Monday, January 11, 2016 10:12 AM
To: Mobile Harbor GRR
Subject: FW: [EXTERNAL] Erosion of Dauphin Island and the widening of the canal.

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

From: [REDACTED]
Sent: Sunday, January 10, 2016 1:44 PM
To: Parson, Larry E SAM <Larry.E.Parson@usace.army.mil>
Subject: [EXTERNAL] Erosion of Dauphin Island and the widening of the canal.

To: The US Army Corps Of Engineers

% Mr Larry Parson

From: [REDACTED]

[REDACTED]

Date: January 10, 2016

Re: Addressing the Erosion of Dauphin Island and Widening of the Mobile Bay Canal

Dauphin Island has been confronted with an erosion problem for a number of years now. The past dredging of the Mobile Bay Canal has been shown to have continually added to this problem, so why now would the core want to greatly increase the dredging effort and cause even more erosion. In the years I have owned on Dauphin Island, I have not seen this problem addressed. It has progressively worsened with Ivan and Katrina. I have owned property in other beachfront communities with lesser erosion problems, and have seen these shore lines rebuilt numerous times. I do not understand why the Dauphin Island erosion problem has not been addressed. Even now with all the BP funds coming into the state, the money is being diverted from this island, that was greatly effected by the oil spill to other enterprises in the state that were not effected by the spill. It makes me wonder what the Government's agenda is for this area. Our property values are much less than any other beachfront areas along the coast. Alabama has so little beachfront and yet this part of it is not being protected. I could not sell my property if I wanted to for anything close to what I paid for it. It is worth 1/5 of what I paid for it and now with the increased dredging about to take place, it will only get worse for all the residents and owners of property on the Island. Seems to me before they begin to dredge Dauphin Island, the erosion needs to be considered, and a plan needs to be developed immediately for the now and future rebuilding of its shoreline. With all the dredging that will be taking place, this sand should be routed to Dauphin Island.

I sincerely hope you are listening to all the folks and environmental groups that are expressing their concern and offering solutions to the erosion problem. Dauphin Island has been experiencing for some time and since the original dredging of the canal.

Sincerely,

[REDACTED]

[REDACTED]

Comment # 31

Parson, Larry E SAM

From: [REDACTED]
Sent: Saturday, February 20, 2016 8:58 AM
To: Mobile Harbor GRR
Subject: [EXTERNAL]

As concerned property owners on Dauphin Island we respectfully request that the USACE reconsider further widening or deepening the mobile shipping channel. For decades the mobile shipping channel has disrupted the natural flow of sand from east to west starving our beaches from this natural sand nourishment. Dauphin Island is a barrier island and first line of defense against the increasingly powerful hurricanes. We all remember the hurricane Katrina and the ecological and economical devastation it caused after ocean saltwater spilled into mobile bay.

As is Dauphin Island is hanging by a thread. It is our hope that USACE has the foresight not to further a practice that harms the Island and Mobile Bay's fragile ecology.

Respectfully,

[REDACTED]

Comment # 32

Parson, Larry E SAM

From: Jason Kudulis <jkudulis@mobilebaykeeper.org>
Sent: Thursday, February 11, 2016 4:17 PM
To: Mobile Harbor GRR
Cc: Casi Callaway
Subject: [EXTERNAL] FP15-MH01-10 Comment Letter Mobile Baykeeper
Attachments: FP15-MH01-10_Baykeeper.pdf

Good afternoon,

Please see the attached document for comments regarding notice FP15-MH01-10 Mobile Harbor Supplemental EIS.

Please confirm you receipt of these comments.

Thank you,

--

Jason Kudulis
Program Director
Mobile Baykeeper <Blockedhttp://www.mobilebaykeeper.org>
450-C Government Street
Mobile, Alabama 36602
Phone 251-433-4229
Cell 251-583-5789

Fax 251-432-8197
jkudulis@mobilebaykeeper.org <mailto:jkudulis@mobilebaykeeper.org>

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450-C Government Street
Mobile, Alabama 36602
(251) 433-4229
Fax: (251) 432-8197
Website: www.mobilebaykeeper.org
Email: info@mobilebaykeeper.org

February 11, 2016

USACE Mobile District, Regulatory Division
Attn: CESAM-PD-EC
P.O. Box 2288
Mobile, AL 36628

RE: FP15-MH01-10, Preparation of a Supplemental Environmental Impact Statement to Evaluate Improvements to the Mobile Harbor Federal Navigation Channel, Mobile, Alabama.

Dear District Commander:

We are Mobile Baykeeper, an eighteen-year-old nonprofit organization with the mission of providing citizens a means to protect the beauty, health and heritage of the Mobile Bay Watershed, Alabama's waterways and coastal communities. We are submitting comments on behalf of our board, officers, staff and more than 4,000 members regarding a Draft Supplemental Environmental Impact Statement (EIS) to evaluate improvements to the Mobile Ship Channel.

When addressing potential impacts associated with improving the Mobile Bay navigation channel we request the U.S. Army Corps of Engineers (USACE) evaluate the following issues in the Draft Supplemental Environmental Impact Statement (DSEIS):

- Shoreline erosion impacts that larger ships and increased traffic may pose to both sides of Mobile Bay from the northern end at the Port of Mobile south to the Gulf of Mexico;
- Impacts larger ships and increased traffic may pose to existing and planned living shoreline projects;
- Impacts wave action from increased traffic and larger ships pose to marsh, submerged aquatic vegetation (SAV) and wetlands;
- Incorporate and update dredged material disposal options currently included in the Mobile Bay Regional Sediment Management Strategy and include potentially impacted sites not currently in the management strategy;
- Study all methods of disposal to understand what methods may have the least/greatest environmental impact taking into account all costs associated, rather than just the disposal costs (i.e. erosion impacts have significant costs that should be included);
- The DSEIS should consider how harbor improvements might impact funded current and future restoration projects as well as how data generated from funded monitoring and restoration projects can be incorporated into the DSEIS;
- Examine the potential for increased loss of littoral drift sediments and the impact to Dauphin Island and Mobile Bay;

- Evaluate the long-term disposal needs associated with the enlarged ship channel dimensions and the ability to dispose of this increased amount of sediment in an environmentally responsible manner;
- Evaluate the impacts of increased disposal of sediment on benthic communities and the potential to lose fishing grounds in Mobile Bay;
- Ensure development of the DSEIS relies upon and utilizes the most up to date technique to capture new data;
- Examine impacts of saltwater intrusion resulting from harbor improvements, specifically potential impacts to freshwater supplies, oyster reefs, fisheries, and other estuarine habitats; and
- In planning for port expansion through an expanded ship channel, ensure all existing community plans are incorporated in the review to eliminate one plan contradicting another (e.g. Map for Mobile, Alabama Coastal Comprehensive Plan, Comprehensive Conservation Management Plan, Plan for Spanish Fort and Mobile Bay Causeway, Watershed Management Plans, etc.)

Thank you for your time and attention to this important issue. Overall, we ask that you keep all three elements of a successful community – quality of life, economy and environment – in mind as you develop your draft document.

Sincerely,



Casi Callaway
Executive Director & Baykeeper
Mobile Baykeeper



Jason Kudulis
Program Director
Mobile Baykeeper

Comment # 33

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, February 29, 2016 12:15 PM
To: Mobile Harbor GRR
Cc: [REDACTED]
Subject: [EXTERNAL] FP15-MH01-10 comments
Attachments: FP15-MH01-10-Murray Comments.pdf

To whom it may concern.

Please accept my attached comments to FP15-MH01-10.

Best Regards,

[REDACTED]

[REDACTED]

[REDACTED]

"It doesn't matter how beautiful your theory is, it doesn't matter how smart you are. If it doesn't agree with experiment, it's wrong." --- Richard P. Feynman.



[REDACTED]

Date: Feb. 29, 2016

Ms. Jennifer Jacobson
United States Army Corp of Engineers
Mobile District, Planning & Environmental Division
Coastal Environment Team
RE: Public Notice: FP15-MH01-10
PO Box 2288

Mobile, Alabama 36628-0001

Dear Ms. Jacobson,

Please accept the following comments to be considered by the USACOE for their preparation of the Supplemental Environmental Impact Statement for the widening of Mobile Channel.

1. Resolve the conflict between the 1980 EIS and the Corps 1976 report concluding maintenance of the outer bar channel contributes to the erosion of Dauphin Island.
2. Ensure that all dredging and dredging maintenance maintains (and restores) the littoral transport continuity
3. Verify the application of all GCRSM principles as a primary activity for this navigation project
4. Ensure that all project decisions are in the context of the sediment system and all regional implications are addressed.
5. Ensure that sediment transport along natural lines is re-established and maintained.
6. As stated in another USACOE EIS (Bayou Casotte Harbor Channel Improvement);
 - a. Enhance natural resources within the project area
 - b. Provide beneficial placement of dredged material
 - c. Contribute to the preservation of historically significant resources within the project area



7. Comply with Section 5 of the River and Harbor Act of 1935 and rectify noncompliance by the USACOE 1980 report and EIS

8. State a basis of acceptance of the USGS Open-File Report 2007-1161, “Historical Changes in the Mississippi-Alabama Barrier Islands and the Roles of Extreme Storms, Sea Level, and Human Activities”, especially concentrating on Discussions and Conclusions page 27 “Considering the three primary causes of land loss, the one that experienced the greatest change in historical time was the reduction in sand supply related to dredging the navigation channels through the outer bars of the tidal inlets. Sand supply is also the only factor where the historical trend of the factor (progressively increased reduction in sand supply attendant with increased dredging depths) temporally matched the trend of progressively increased land loss.”
 - a. With acceptance of this basis:
 - i. Please analyze continuing erosion impact of the economic activities of Dauphin Island

 - ii. Please analyze Dauphin Island continuing erosion impact of the Audubon Bird Sanctuary, the protected maritime forest habitat on the island and one of the first areas of migrant bird landfall and recently recognized by the National Audubon Society as being “Globally Important” for bird migrations.

 - iii. Please analyze Dauphin Island continuing erosion impact on Dauphin Island protection of oyster beds, and also the salt marshes that are critical to the juvenile shrimp, fish and crab communities.

 - iv. Please analyze Dauphin Island continuing erosion impact on Fort Gaines Historic site

9. Include explanation of dredging material drift zone deposition impact versus sediment transport along natural lines.

I hope that the USACOE will take this opportunity to address and resolve these issues. Addressing and fixing the previous EIS inconsistencies will also make this SEIS consistent with other work product that the USACOE has produced.

Sincerely,

████████████████████

Comment # 34

Parson, Larry E SAM

From: Parson, Larry E SAM
Sent: Wednesday, February 10, 2016 10:00 AM
To: Mobile Harbor GRR
Subject: FW: [EXTERNAL] Mobile District Contact Form: Deepening and widening of Mobile Ship Channel

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

From: Campbell, LaTonya D SAM
Sent: Wednesday, February 10, 2016 9:43 AM
To: Parson, Larry E SAM <Larry.E.Parson@usace.army.mil>
Cc: webcontent SAM <webcontent@usace.army.mil>; Robbins, Ervin P SAM <Ervin.P.Robbins@usace.army.mil>
Subject: RE: [EXTERNAL] Mobile District Contact Form: Deepening and widening of Mobile Ship Channel

Larry,

Please response to the email below.

Thanks,

LaTonya Campbell
Planning and Environmental Division
Phone: (251) 690-2779
Fax: (251) 690-2727

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

From: [REDACTED]
Sent: Tuesday, February 09, 2016 2:10 PM
To: Campbell, LaTonya D SAM <Latonya.D.Campbell@usace.army.mil>; webcontent SAM <webcontent@usace.army.mil>; Robbins, Ervin P SAM <Ervin.P.Robbins@usace.army.mil>
Subject: [EXTERNAL] Mobile District Contact Form: Deepening and widening of Mobile Ship Channel

This message was sent from the Mobile District website.

Message From: [REDACTED]

Response requested: Yes

Message:

I am writing to urge you to:

Consider all parties affected by your planned activities, not just the Alabama State port Authority.

Make all plans for disposal of dredged material "Public", and not secret.

Include Dauphin Island in your Regional Sediment Management Strategy for Mobile Bay.

Comply with Section 5 of the River and Harbor Act of 1935.

Stop ignoring the erosion on Dauphin Island caused by your past practices.

Sincerely,

[REDACTED]

Comment # 35

Parson, Larry E SAM

From: [REDACTED]
Sent: Wednesday, January 13, 2016 9:16 AM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Mobile Harbor hearing Jan 12, 2016
Attachments: Port of Mobile expansion support ltr.docx

I submitted the attached

[REDACTED]



WARRIOR-TOMBIGBEE WATERWAY ASSOCIATION

January 12, 2016

Chairman
Charles A. Haun
Parker Towing
Company
Tuscaloosa, Alabama

Vice-Chairman
David Carroll
Hunt Refining
Company
Tuscaloosa, Alabama

Secretary-Treasurer
Tom Leatherbury
SSA Marine
Mobile, Alabama

President
Larry L. Merrihew
Mobile, Alabama

District Commander
U.S. Army Engineer
District Mobile
P.O. Box 2288
Mobile, Al. 36628-0001

Re: Public Notice No. FP15-MH01-10

To Whom It May Concern:

On behalf of the Warrior-Tombigbee Waterway Association, we would like to recommend the approval of this project.

The Port of Mobile is the major economic driver for the Mobile area and is extremely important to the Southeastern United States. Numerous studies have proven time and again the numbers of jobs that depend upon the port and contributing waterways. Our Association contracted with Troy University to determine the economic value of the Warrior Tombigbee river system, which meanders through 15 of Alabama's counties (some of the lowest median income counties), impacting the lives of some 38% of the State's population. The study determined that the river's economic value, in employment, was the direct and indirect employment of approximately 65,000 Alabama citizens. In terms of dollars, the waterway has an economic impact of \$17 billion which generates almost \$500 million in taxes, of which 73% is returned to the federal treasury. Industries located along the waterway also depend upon timely shipments of raw materials for production and quick access to markets around the world. Transportation costs are one of industries major evaluations for new and expanding locations. Our waterway depends upon the Port of Mobile for its economic value and for its future growth, measured in terms of safety, efficiency, and reliability.

In order for our Port to maintain its competitive position in a world economy, and continue to supply timely and valuable shipments of products, it is extremely important that improvements in the Port infrastructure continue. Among those improvements, and perhaps, most important of all, is the widening of the ship channel itself. Industry has noted, that, as the Port receives more and more cargo for existing industry, inefficiencies occur. In addition, we know that the world of ocean shipments will depend more and more upon ports being able to handle the larger vessels, as the Port of Mobile is already experiencing.

For all these reasons, and more that we could express, we again, recommend that this project be approved.

Respectfully submitted,

Larry Merrihew, President

Comment # 36

Parson, Larry E SAM

From: Dauphin Island Restoration <info@dauphinislandrestoration.org>
Sent: Monday, February 29, 2016 11:59 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Comments on the Public Scoping Meeting in January 2016

Email to:

Ms. Jennifer Jacobson

US Army Corps of Engineers

Mobile District, Planning & Environmental Division

Coastal Environment Team

PO Box 2288

Mobile, Alabama 36628-0001

On January 12, 2016, I attended a “scoping meeting” for the general public at the Alabama Cruise Terminal, regarding the proposed expansion in depth and width of the Mobile Bay Shipping Channel.

There are many issues to be addressed around the scope of the project, and some have been broached by other concerned citizens. Those concerns will be posted on the Dauphin Island Restoration website in the coming days, weeks and months.

My comments on the meeting (and the study) focus on two key points:

Meeting Format

First of all, the event was not a meeting by any stretch of the imagination.

A public “meeting” is generally constructed with guests/invitees/speakers at the front of a meeting room or conference space, and there is an audience of people who wish to ask questions, express support or concerns, etc. The typical format is a brief talk or presentation, with audience members allowed to ask questions. And those questions, and the answers provided by the speakers, are heard by everyone else in the room.

As I’m sure you know, the event was set up more like a trade show. A rectangle of tables were arranged around the center of the room. At each table were one or more representatives of the Corps. Each table also displayed posters, and prints of where the ASPA plans to widen the channel for a passing lane, as well as other information.

Attendees at the meeting could go up to the individual tables and ask questions of the people manning those tables, but there was no way for those individuals to ask questions where everyone else attending could hear them.

I find it troubling that the “trade show” format was employed for the event. This created a vacuum of information. Only those gathered around a specific table heard what was being asked by a single person and what was said in response.

The strategy employed here prevented important questions from being raised in front of those who had not considered such questions. A number of concerned citizens have become very educated on the proposed project, and on the history of dredging in Mobile Bay, and those people were, for all intents and purposes, "silenced" by this format which restricted the reach of information to the less-informed.

Conflicts of Interest

The 1978 study, performed by the Corps themselves, concluded that dredging did contribute to erosion on Dauphin Island. Some of the current parties involved (directly or indirectly) in this new study have stated both privately and publicly that the 1978 study was not "based on science." Yet there has never been any explanation of how the information in the 1978 study was "non-science" and how this new study will be performed differently. Conflicting statements have also been made by certain persons about the previous study and how the littoral drift is affected.

In light of the biased parties involved, I believe that it is a grievous conflict of interest to have the Corps perform the new study. That ship may have already sailed, as they say. But nevertheless, I wish to voice my concerns. I am skeptical that the results of the study will be impartial, and that it will be, in fact, "based on science" and not tilted toward a result desired by certain parties who wish to do nothing about the erosion problem on Dauphin Island.

Those are my two high-level points of concern. Other points will be posted on our website for the public to read.

Sincerely,



Dauphin Island Restoration

Task Force

P.O. Box 352

Dauphin Island, AL 36528

Comment # 37

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, February 22, 2016 6:28 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Public Notice: FP15-MH01-10
Attachments: LETTER TO CORPS ON DEEPENING AND WIDENING MOBILE HARBOR.docx

Find attached my comments to this public notice.

February 22, 2016

Ms. Jennifer Jacobson
US Army Corps of Engineers
Mobile District, Planning & Environmental Division
Coastal Environment Team
PO Box 2288
Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

This letter identifies the issues the US Army Corps of Engineers must address in its General Reevaluation Study and Environmental Impact Statement (EIS) to deepen and widen the Mobile Harbor Ship Channel as authorized by the Water Resources Development Act of 1986. I am submitting these issues in response to the Corps' January 12 Public Scoping Meeting.

- Conduct the study objectively to assure all concerned interests are given equal consideration and not just the views of the Alabama State Port Authority.
- If the Corps plans to dispose of dredged material in Mobile Bay (i.e., thin layer spreading, island creation, etc.) removed during initial deepening and widening of the ship channel and future maintenance, the Corps should prepare a Dredged Material Disposal Master Plan for Mobile Bay and make it part of the Study and EIS, with the extensive involvement of the public. No longer should the Corps hide behind the guise of the Interagency Working Group to secretly develop and implement dredged material disposal options under its so called "Mobile Bay Regional Sediment Management Strategy". The Corps should cease using this euphemism and begin calling this effort what it actually is: "Mobile Bay *Dredged Material Disposal* Management Strategy". It is essential that this effort be incorporated into the General Reevaluation Study and EIS, with information finally being made public in the early planning stages and not at the end of the process when all decisions have essentially been made as has been the case to date.
- The Corps should no longer purposefully exclude Dauphin Island from its "Regional Sediment Management Strategy (RMS)" for Mobile Bay. Instead, the Study should incorporate Dauphin Island in the existing RMS approach because the island's erosion is affected by maintenance of the Outer Bar Channel and devote major attention to the beneficial use of dredged sands to counter erosion. The public will no longer accept Dauphin Island being penalized and excluded because of the 2000-2009 lawsuit.
- Comply with Section 5 of the River and Harbor Act of 1935 that requires every Corps report involving an "improvement" to an inlet (i.e., Mobile Harbor Outer Bar Channel through Mobile Pass) to evaluate shoreline erosion for a distance of not less than ten miles on either side of the inlet channel. The Corps' 1980 report and EIS did not comply with that law.

- Thoroughly address the cumulative historical sand losses to Dauphin Island dating back to at least 1958 that correspond with increasing deepening of the Outer Bar Channel according to U.S. Geological Survey's 2007 report. This analysis is needed to establish the historical and baseline and projected future conditions to describe the No Action Alternative against which the deepening and widening alternatives will be compared. The Corps cannot ignore the losses in millions and millions of littoral drift sands due to its maintenance practices and the erosion of Dauphin Island that occurred over time.
- Explain why the Corps no longer agrees with the agency position stated in its draft 1978 report on Dauphin Island's beach erosion that concluded maintenance of the Outer Bar Channel is contributing to at least 40% of Dauphin Island's erosion problem. Document why the findings and conclusions of that report are now considered to be invalid? The Corps not only ignores its own 1978 report now, but is of the new position that maintenance dredging of the channel has no impact on the erosion of Dauphin Island. How can the Corps expect the public to believe the results of the impending Study and EIS, when its change in position on the erosion issue appears to have been influenced by its desire to win the 2000-2009 lawsuit with the Dauphin Island Property Owners Association and by the desire keep the non-federal share of the costs borne by the Alabama State Port Authority to maintain the Mobile Harbor project as low as possible?
- The scientific literature is replete with numerous examples where navigation channels dredged through coastal inlets have interrupted the littoral drift of nearshore sands along the beach, causing beaches downdrift of the inlets to erode. This phenomenon is common along the entire US Gulf Coast, the rest of the nation, and around the world. Yet, the Mobile District has maintained this scientific model widely accepted by coastal scientists and engineers does not apply to dredging the Outer Bar Channel through the Mobile Pass Inlet and the erosion of Dauphin Island. The General Evaluation Study and EIS must devote considerable attention to this issue and provide convincing information to support whatever conclusion the Corps develops.
- The Corps has dumped dredged sands in the Sand Island Beneficial Use Area (SIBUA) south of the lighthouse for years with the position being that these sands are moved by currents to Dauphin Island to counter erosion. However, the observed evidence indicates most of the sands are not moved, but accumulate at that location, while Sand Island has almost disappeared and Dauphin Island continues to erode. This leads to the conclusion that the SIBUA is failing to meet its intended purpose. The General Reevaluation Study and EIS should thoroughly evaluate why the SIBUA fails to meet its purpose.
- In lieu of continuing to use the SIBUA, the Corps should adopt the same shallow water (<10 to 15 feet) deposition methods the Mobile District has recently recommended be used to build back Petit Bois Island's eroded Gulf shoreline west of Dauphin Island.
- Establish a Citizen Advisory Committee that will meet at least two to four times a year with the Corps to assess how public concerns are being addressed in the General Reevaluation Study and EIS. The next time the public hears from the Corps should not be when Draft EIS is released for review at the end of the 4-year study.

Thank you for considering my recommendations.

Sincerely,

A black rectangular redaction box covering the signature area.

Comment # 38

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, February 22, 2016 4:48 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Public Notice: FP15-MH01-10
Attachments: #2144476-v1-Hinrichs_-_Dauphin_Island_Letter_-_Corps.pdf

Ms. Jennifer Jacobson

US Army Corps of Engineers

Mobile District, Planning & Environmental Division

Coastal Environment Team

PO Box 2288

Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

This letter is in response to the request for comments regarding public notice FP15-MH01-10, the proposed widening and deepening of the Mobile ship channel.

As part of the economic, engineering and environmental components of the preparation of this general reevaluation report and draft supplemental environmental impact statement, the Corps should make specific scientific studies focused on an improved understanding of the fate of the disposed sands which are placed in the sand island beneficial use area for the next several years (and that have been placed there over the past several years). The existing scientific evidence is that dredged sand is now being placed in locations where the water depth is too deep to migrate to the beach in our lifetime. The study should be done objectively in order to assure all concerned interests are given equal consideration and not just the views of the Alabama State Port Authority.

It is important that we have improved disposal of dredge materials, especially those consisting of beach quality sand. The southern portion of the Mobile ship channel requires routine maintenance and offers a prime source of sandy materials on a regular basis. Unfortunately, the current practice is to deposit the material in a deep water disposal site (Sand Island Beneficial Use Area) some five miles south of the east end of Dauphin Island; an area that arguably provides little to no benefit to this barrier island.

We all recognize the economic impacts of the shipping industry are significant to the Mobile region, State of Alabama and our entire nation. Enlarging the dimensions of the channel to accommodate larger and more vessels should only enhance those positive returns and likely help justify such a project. Assuming the proposal to widen and deepen the channel is approved, I respectfully request the Corps assistance in ensuring that all beach quality sand removed from the aforementioned section of the channel is placed in the most beneficial location possible to stabilize and protect Dauphin

Island. This includes both the sand retrieved from the initial deepening and widening measure as well as all sand dredged during routine maintenance procedures going forward.

Please feel free to contact me if you have any questions or need additional information.



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Comment # 39

February 22, 2016

Ms. Jennifer Jacobson
US Army Corps of Engineers
Mobile District, Planning & Environmental Division
Coastal Environment Team
PO Box 2288
Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

This letter is in response to the request for comments regarding public notice FP15-MH01-10, the proposed widening and deepening of the Mobile ship channel.

As part of the economic, engineering and environmental components of the preparation of this general reevaluation report and draft supplemental environmental impact statement, the Corps should make specific scientific studies focused on an improved understanding of the fate of the disposed sands which are placed in the sand island beneficial use area for the next several years (and that have been placed there over the past several years). The existing scientific evidence is that dredged sand is now being placed in locations where the water depth is too deep to migrate to the beach in our lifetime. The study should be done objectively in order to assure all concerned interests are given equal consideration and not just the views of the Alabama State Port Authority.

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We all recognize the economic impacts of the shipping industry are significant to the Mobile region, State of Alabama and our entire nation. Enlarging the dimensions of the channel to accommodate larger and more vessels should only enhance those positive returns and likely help justify such a project. Assuming the proposal to widen and deepen the channel is approved, I respectfully request the Corps assistance in ensuring that all beach quality sand removed from the aforementioned section of the channel is placed in the most beneficial location possible to stabilize and protect Dauphin Island. This includes both the sand retrieved from the initial

February 22, 2016
Page 2

deepening and widening measure as well as all sand dredged during routine maintenance procedures going forward.

Please feel free to contact me if you have any questions or need additional information.

Sincerely yours,

A large black rectangular redaction box covering the signature area.

LAH:kdd (2144476)

Comment # 40

Parson, Larry E SAM

From: [REDACTED]
To: [REDACTED]
Subject: Monday, February 22, 2016 6:01 PM
Mobile Harbor GRR
[EXTERNAL] Public Comment
Attachments: US Army Corp Letter.pdf

Please take this as my public comment letter.

Thank you,

Marc S. Whitehead

02/22/2016

US Army Corp of Engineers
Mobile District, Planning & Environmental Division
Coastal Environment Team
PO Box 2288
Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

To whom it may concern:

Please take this letter as public input concerning the widening and deepening the Mobile Harbor channel. The comments below reflect my thoughts and concerns after attending the meeting on January 12 (Public Scoping Meeting) and reflections on the general process.

Since 1802 the U.S. Army Corps of Engineers has been undertaking monumental projects for our Country including constructing buildings, monuments, canals, lighthouses hydroelectric energy, 9/11 recovery efforts and numerous other excellent projects. One of the large and ongoing efforts consists of environmental preservation and restoration within our wetlands and waterways. This has been such a vital contribution to the strength and health of our Nation today. Thank you!

While discussing and listening to others speak about this specific project it seems many (U.S. Corps and public) have lost sight of the goal and the reason the U.S. Army Corps of Engineers exists. Many discussions sound as though the U.S. Corps and the general public are working against each other. I hear from the U.S. Corps side that "it would be cost prohibitive to have to haul the dredge back (north) to drop in the appropriate spot hoping to allow the continued natural flow of sand towards the west end of Dauphin Island". I hear from the public that "the U.S. Corp doesn't care" or "they are only going to do what is the least amount of money" or "they are going to do what they want regardless of what we think".

After reflecting on all, I have come to the conclusion that we need to take a different approach (both groups). The U.S. Corps of Engineers is funded by the public (Government) and is for the good of the public. Other programs including the wetlands mitigation requirements set out to preserve our wetlands. How this is accomplished is by replacing the same amount of disrupted wetlands with other wetlands. The purpose is to have no change at the end of the day to the amount of wetlands.

If we can relate this concept to any type of dredging etc. we would have much less of the issues I currently am hearing (in relation to this specific project). If the cause (dredging) is have a negative effect on some natural project then it should simply be mitigated. In this case, the proper way to mitigate the negative impact is to dispose of the dredge material in the best place for the continuation of the natural process and flow of sand to prevent continuing erosion of Dauphin Island or dropping the dredge in the place most economical but mitigating the negative beach impact by pumping the beach back on a periodic basis.

Economic feasibility study should never be a discussion if it is to determine the process to please the general public. The study should be conducted to figure which of the several options minimize damage caused by the dredging (de minimis impact to our environment and coastline). Currently, it seems we

are losing sight of the goal (doing good for the general public without negative impact the environment (the same environment the U.S. Corp has created programs to protect). The last thing we need is an ironic event to occur that the very same entity that is protecting our waterways and wetlands is slowly destroying our fragile coastline.

In summary, I would suggest focusing on the solution to confirm minimal coastline impact. Once the solutions have been determined then select what solution would be the most effective economically. Although I am far from an expert on this matter, it seems the general solution would either (1) discharge dredge material in the proper spot for continued flow and coastline distribution or (2) conduct a coastline restoration project (pump up beaches) each time you dredge the channel past the mouth southward. Yes, both will most likely cost more than the current dredge cost but the current way is not proper. It is slowly destroying our beautiful coast.

[REDACTED]

Comment # 41

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, February 22, 2016 4:34 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Mobile Channel Widening

We would like to go on record as strongly encouraging the Corps of Engineers to accept that past dredging has contributed greatly to the erosion of Dauphin Island beaches. And, we would expect that any future dredging would take that into consideration, and the Corps would leave dredged materials where they can replenish Dauphin Island. We cannot exist with further erosion due to your periodic dredging.

[REDACTED]

Comment # 42

Parson, Larry E SAM

From: MEJAC <infomejac@gmail.com>
Sent: Thursday, February 11, 2016 11:57 AM
To: Mobile Harbor GRR
Subject: [EXTERNAL] RE: Public Notice: FP15-MH01-10, scoping for Mobile Harbor EIS
Attachments: MEJAC Public Comment on Mobile Harbor EIS Scoping.pdf

Hi Mr. Parson,

Please reply with confirmation that you have received the attached public comment from Mobile Environmental Justice Action Coalition.

Thank you very much!
Ramsey Sprague, President
Mobile Environmental Justice Action Coalition

Parson, Larry E SAM

From: Mobile Harbor GRR
Sent: Thursday, February 11, 2016 12:41 PM
To: 'MEJAC'
Subject: RE: [EXTERNAL] RE: Public Notice: FP15-MH01-10, scoping for Mobile Harbor EIS

Mr. Sprague,

Your comments have been received. Thank you for your interest in the Mobile Harbor General Reevaluation Report.

Sincerely,

Larry Parson
U.S. Army Corps of Engineers, Mobile
Coastal Environment Team
(251) 690-3139

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

From: MEJAC [mailto:infomejac@gmail.com]
Sent: Thursday, February 11, 2016 11:57 AM
To: Mobile Harbor GRR <MobileHarborGRR@usace.army.mil>
Subject: [EXTERNAL] RE: Public Notice: FP15-MH01-10, scoping for Mobile Harbor EIS

Hi Mr. Parson,

Please reply with confirmation that you have received the attached public comment from Mobile Environmental Justice Action Coalition.

Thank you very much!
Ramsey Sprague, President
Mobile Environmental Justice Action Coalition

Mobile Environmental Justice Action Coalition
P.O. Box 717
Mobile, AL 36601

February 11, 2016

Jennifer Jacobson
US Army Corps of Engineers
Mobile District, Planning & Environmental Division
Coastal Environment Team
PO Box 2288
Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

The Mobile Environmental Justice Action Coalition (MEJAC) was formed in 2013 with the mission being "...to engage and organize with Mobile's most threatened communities in order to defend the inalienable rights to clean air, water, soil, health, and safety and to take direct action when government fails to do so, ensuring community self-determination".

MEJAC representatives attended the Mobile District's January 12, 2016 Public Scoping Meeting for the General Reevaluation Study and Environmental Impact Statement (EIS) to consider deepening and widening Mobile Harbor. This letter identifies the environmental justice issues MEJAC believes should be addressed in the Study and fully analyzed in the EIS to comply with Executive Order 12898. E.O. 12898 requires Federal agencies to assure minority and low-income populations do not experience disproportionately high and adverse environmental and human impacts from Federal activities and projects.

Our organization is most concerned with the indirect, secondary, and cumulative effects that could be induced to occur over time within portions of the Greater Mobile Area as a result of deepening and widening Mobile Harbor. Primary areas of concern are the Africatown Community located on either side of Bay Bridge Road between Three Mile Creek and Chickasaw Creek and the Orange Grove Community located north of Beauregard Street and west of I-65 and Telegraph Road. These two environmental justice communities are located immediately adjacent to Alabama State Port Authority lands and other industrial waterfront properties that depend upon both inland and deep draft navigation.

The potential also exists for other environmental justice communities in the Greater Mobile Area to be affected by the considered enlargement of Mobile Harbor. Extensive rail and truck traffic originate from and have as their destination the Port of Mobile and associated material handling

facilities located on both sides of the Mobile River. A wide variety of commodities, ranging from inert to hazardous and flammable are transported to and from the Port each day on the railways and highways that extend from the Mobile waterfront. These overland transportation corridors pass through a wide range of communities and neighborhoods, including those dominated by minority and low-income populations. Even though these communities are located some distance from the Port, they nevertheless have the potential, due to their proximity to major transportation arteries, to be disproportionately affected by Port-related activities should the spill of hazardous or flammable materials in route to or from the Port occur in their vicinity.

MEJAC is also concerned that deepening and widening Mobile Harbor could generate indirect and secondary pressures that could ultimately affect present zoning and land use designations on properties adjacent to and within the Africatown and Orange Grove communities. These two communities are already dealing with a variety of land use issues, including the proposed expansion of an oil storage tank farm and approval of a coal handling facility. The concerns are associated with potential health and safety issues associated with such facilities. For instance, residents of both communities report to us about smelling noxious asphalt and oil fumes on an almost-weekly basis. From oil storage facility Clean Air Act-required Major Source Operating Permits, it is plain to see that these facilities are permitted to release many tons of Hazardous Air Pollutants, all of which are human health hazards, some of which like benzene have no known safe exposure level. Orange Grove residents have maintained frustration with the frequency of upkeep required to keep toxic black coal dust from settling into noticeable piles on their properties.

As is it, community leaders are struggling to not only protect their communities and their residents from such issues, but also to improve their quality of life and to maintain their cultural heritage. For example, through their efforts, Africatown was placed on Mobile's African American Heritage Trail in 2009 and the Africatown Historic District was designated by the National Park Service and listed on the National Register of Historic Places in 2012. Expansion of the Mobile Harbor project has the potential to introduce a wide range of new land use, zoning, and environmental contaminant challenges for these communities that could threaten their future existence.

Most environmental documents addressing federal projects all too often give only perfunctory attention to environmental justice issues. That must not be the case in the EIS that is to be prepared in connection with the Corps study. MEJAC believes the following steps should be taken and questions addressed in order to assess the potential direct and indirect; primary and secondary; and cumulative effects on the Africatown and Orange Grove communities in particular, as well as other environmental justice communities, as appropriate.

- Identify types of commodities projected to benefit from the project.
- Will any of the anticipated commodities be considered to be hazardous, flammable, toxic, or otherwise deleterious to human health and safety?
- Conduct an air quality analysis model study that includes reliable baselines from these environmental justice communities to assess Clean Air Act “criterion” air contaminants in

order to appropriately estimate future potential changes in contaminants of concern to human health and to Mobile County's present "Attainment" status.

- Assess potential risks to human health and safety as a result of the proposed project.
- Analyze the effects of the project on jobs, income, and other socioeconomic variables that are considered to be indicative of the overall quality of life.
- Identify any other indirect, secondary and/or cumulative adverse socioeconomic and environmental effects potentially associated with project that could impact on the environmental justice communities.
- Will the volume of petroleum products transported via water, rail, and truck be expected to increase?
- Will additional waterfront petroleum storage capacity need to be developed?
- Are increases in coal shipments anticipated and where will any increased coal volumes be stored?
- What future changes will the Alabama State Port Authority have to make to its land holdings along the Mobile River waterfront to accommodate the anticipated commodity movements?
- Identify potential future requirements for additional lands to be converted from existing uses to port and industrial uses as a result of the enlarged ship channel.
- How will the present volume of truck and rail traffic departing from and entering the Port Authority facilities and other waterfront handling facilities be changed?
- Assess the risk for accidents to occur on existing railways and highways.
- Over the 50-year economic life of the project, are any traffic congestion problems anticipated?

One last point to be made, MEJAC highly recommends that the Corps hold an Environmental Justice Workshop in the early stages of work on the Study to give potentially affected low-income communities of color an opportunity to learn about the proposed enlargement of Mobile Harbor, elaborate upon the above listed issues, and voice additional concerns that should be addressed in the study but which may be missed through lack of community engagement.

MEJAC appreciates the opportunity to provide input into the Scoping Process and hopes the Corps will consider the issues we have raised to be relevant to the Study.

Sincerely,



Ramsey Sprague, President

Comment # 43

Parson, Larry E SAM

From: [REDACTED]
Sent: Tuesday, January 12, 2016 8:40 AM
To: Parson, Larry E SAM
Subject: [EXTERNAL] Seacliff Agency Supports the project to improve the Mobile navigational channel

Mr. Parson,

I am aware that there will be a public hearing to discuss the merits of expansion and improvements to the Mobile ship channel. I regret that I will not be able to attend this public hearing but would like to submit this letter as an endorsement of the support for the proposed project. I feel that it would greatly enhance the Port of Mobile's ability to compete regionally, nationally and internationally. It is a vital project that will enable our port to move forward in a very positive direction for years to come. In what is already a very competitive environment, many of our competing regional and national ports are expanding their capacities and gaining valuable market share as a result. Mobile must do the same not just to gain advantage, but to keep up.

Mobile's and the state of Alabama's economy thrives from its ability to operate a competitive maritime industry. I urge anyone interested in the future vitality of the Port of Mobile and the state of Alabama to follow my support for this project.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Comment # 44

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, February 29, 2016 1:55 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] UPPER MOBILE BAY BENEFICIAL USE WETLAND CREATION SITE-PLANNING

I thank Larry Parson for his detailed explanation of this project to me. Having had the pleasure of working with the Mobile Area Office for many years and having seen the building of dredged material ponds on North Blakeley Island for the turning basin at the Africatown Cochrane Bridge and seeing the silt and silky clay, I am concerned about the material that will go into this proposed tidal marsh.

I met with a retired person from the Corps that was present for the building of Gaillard Island and he said the material used there was number one sand and land clay. The Corps did a fine job there and it has many benefits.

Please see my below concerns:

1. Along with the SEIS , I assume the Corps will do a Benefit/Cost Study in accordance with the Principles and Guideline published by the Water Resource Council. Sometimes the mitigation costs reduce the B/C ratio and thus are not aggressively evaluated or rejected early in the study process. One reason the tidal marsh alternative is being promoted is that it may be the cheapest spoil disposal alternative. Consideration will have to be given to disposal alternatives including upland, thin layer and transport to the Gulf.
2. There are myriad potential impacts that may be associated with the creation of a tidal marsh at this area. These include navigation, aesthetics, archaeological, the flight path to Brookley, fishery, wildlife, water quality, etc.
3. Observation of Gaillard Island and the containment used during construction, there may be a real difference in the containment of the silky clay fine grain material that may require containment structures such as rip-rap, sheet pile, bulkhead, etc. Given the location, it will be subject to strong and persistent hydraulic forces from upstream currents and tides as well as winds. The erosion of this marsh could be a problem for the remaining sea grasses on the Eastern Shore. Having lived many summers at Point Clear and having grass beds and clear water when winds were calm, there are no grass beds there now and the water is never clear.

Please put my name on any publications or reports regarding this project that will be available to the public.

Please send to: [REDACTED]

Again, I thank Mr. Parson for his assistance and concern for Mobile Bay.

Comment # 45

Parson, Larry E SAM

From: [REDACTED]
Sent: Thursday, February 18, 2016 2:53 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Dauphin Island Erosion and Shoreline Restoration Issues

Importance: Low

Ms. Jennifer Jacobson

US Army Corps of Engineers

Mobile District, Planning & Environmental Division

Coastal Environment Team

PO Box 2288

Mobile, Alabama 36628-0001

RE: Public Notice:FP15-MH01-10

Dear Ms. Jacobson:

As a long-time property and home owner on Dauphin Island, we share with many others, on and off Dauphin Island, our interest and concern relative to the New Study and Supplemental Environmental Impact Statement (SEIS) to deepen and widen the Mobile Harbor Ship Channel.

We believe it is critical, pursuant to 40 CFR 1502.9(c)(1)(ii), the SEIS must address the changed environmental conditions within the study area that have occurred due to the significant erosion of Dauphin Island. The original 1980 EIS failed to consider at all, the potential of an enlarged ship channel to affect the Dauphin Island's erosion problem existing at that time. We believe the 1980 EIS was deficient since it failed to consider the relationship of the ship channel to the erosion of Dauphin Island and how the island's erosion could be further affected by enlarging the channel. It is urgent and critical the SEIS must thoroughly address the cumulative sand losses dating back to 1958 that correspond with increasing deepening the Outer Bar Channel according to U.S. Geological Survey's 2007 report. The conclusions of the Corp's 1976 report concluded SEIS maintenance of the Outer Bar Channel contributes to the erosion of Dauphin Island also cannot be ignored in the New Study to further deepen and widen the channel.

We also believe it is critical to identify new dredged sand disposal sites nearer Dauphin Island and to apply the same shallow water deposition concepts recommended by the Corps be employed to build back Petit Bois Island's eroded shoreline west of Dauphin Island.

The study must fully implement the Corp's planning concepts to make beneficial use of the dredged sands to counter erosion. We believe that, to date, the Mobile District has intentionally excluded Dauphin Island from its RSM planning efforts, while it has pursued numerous RSM projects along the coast including within Mobile Bay.

We urge that a public involvement program be established to keep the public aware of ongoing progress in the study.

Thank you, in advance for your consideration of these important matters.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

Sent from Mail <Blocked<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

Comment # 46

Parson, Larry E SAM

From: [REDACTED]
Sent: Friday, February 19, 2016 8:20 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Public Notice: FP15-MH01-10

mobileharborgrr@usace.army.mil <mailto:mobileharborgrr@usace.army.mil>

Three generations of our family have enjoyed visits to Dauphin Island for almost 40 years. For 25 years we owned a home there. Over the years we have watched the sand fade away from a barrier island we love, not only because of hurricanes in a steadily increasing year by year decline. I write to ask your assistance in helping us mitigate the portion of this decline that is the result of dredging activity. Please ensure that all beach quality sand removed from the nearby sections of the channel be placed in the most beneficial location possible to stabilize and protect Dauphin Island. This includes both the sand retrieved from the initial deepening and widening of Mobile Bay channel as well as all sand dredged during routine maintenance procedures going forward. Improved disposal of dredged materials should be incorporated as part of the business plan. This barrier island is important to the families who live and visit there, to the economy of the wider area and, most importantly in its role as a natural buffer for the coastline. It deserves the attention and respect of the Army Corps of Engineers in their planning process.

Comment # 47

Parson, Larry E SAM

From: [REDACTED]
Sent: Sunday, February 21, 2016 6:02 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] WIDENING AND DEEPENING OF THE MOBILE SHIP CHANNEL

REF: PUBLIC NOTICE: FP15-MH01-10

While recognizing the importance of widening and deepening of the Mobile Ship Channel, the CORPS desperately needs to improve the manner in which it disposes of the dredged materials. Dauphin Island has been robbed of the normal flow east to west of sand that is now being dredged and disposed of some five miles offshore.

Please make the beneficial use area closer to Dauphin Island. The current disposal site is of no benefit to the island.

Thanks,

[REDACTED]
[REDACTED]

Comment # 48

Parson, Larry E SAM

From: [REDACTED]
Sent: Wednesday, February 24, 2016 10:43 AM
To: Mobile Harbor GRR
Subject: [EXTERNAL] 2008 letter from Mayor to Corps of Engineers & Col Bryon Jorns reply
Attachments: COE 12182008.pdf; 2009-03-25 Ltr Col Bryon Jorns to Jeff Collier re SIBUA to Nort.pdf

February 24, 2016

Ms. Jennifer Jacobson

US Army Corps of Engineers

Mobile District, Planning & Environmental Division

Coastal Environment Team

PO Box 2288

Mobile, Alabama 36628-0001

RE: Public Notice: FP15-MH01-10

Dear Ms. Jacobson:

Being that the deadline for the public scoping comment period will end February 29th, I am sending you this e-mail to make the following request provided below to be included as a component of the Environmental Impact Statement (EIS) of the Mobile Harbor Widening and Deepening of the Mobile Navigation Ship Channel.

Per the attached December 18, 2008 letter (attached) from Mayor Jeff Collier, Town of Dauphin Island, the Mayor wrote that the "The proposal to deposit beach-quality dredge material further south seems counterproductive to the needs of an island that is literally washing away. While I admit I have not had an opportunity to review any data the Corps may have that would indicate material dumped in this new location will in fact benefit Dauphin Island, it would seem our chances of success would be greatly increased if the material was placed in closer proximity to the intended target." In fact, the Corps has already extended the SIBUA south and southwest and there is still continued erosion of Dauphin Island shoreline.

And apparently the Mobile District never gave any consideration to the Mayor's request "Is it possible to extend the site north and/or west versus southward? Has the Corps researched the implementation of a by-pass dredge program? These are just a few of the questions we have about the proposed SIBUA expansion."

The request of Mayor Collier is in line with the Mobile District's 1978 study to deposit dredged sand from the Mobile Ship Channel closer to Dauphin Island. Therefore, the EIS should consider Mayor Collier's a request and this request to be included in the Environmental Impact Statement.

Sincerely,

[REDACTED]

[REDACTED]

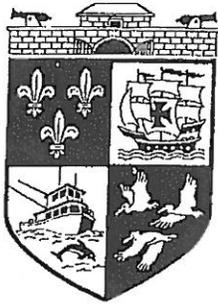
[REDACTED]

[REDACTED]

Property on Dauphin Island

[REDACTED]

Dauphin Island, Alabama 36528



Town of Dauphin Island

1011 Bienville Blvd. • Dauphin Island, Alabama 36528
Phone: (251) 861-5525 • Fax: (251) 861-2154 • Email: dialgovmt@townofdauphinisland.org

December 18, 2008

Town Council

Mayor
Jeff Collier

Council Members

Stephen Denmark
Mary Thompson
Lisa Hansen
Sherry Carney
Clinton Collier

Town Clerk

Nannette Davidson

Department of the Army
Mobile District, Corps of Engineers
P.O. Box 2288
Mobile, Alabama 36628-0001

Dear Sirs,

As Mayor of the Town of Dauphin Island and on behalf of the Town Council, I write in reference to Public Notice No. FP08-MH14-05 which proposes a 2000 foot southward extension of the Sand Island Beneficial Use Area (SIBUA). Recognizing that our barrier island community is situated "down drift" of the existing SIBUA and is closest in proximity to the site than any other community in Mobile County, I appreciate the opportunity to express our thoughts and concerns regarding the proposed changes to the SIBUA.

Dauphin Island has experienced decades of erosion along the entire southern shoreline. Today, we find ourselves in a critical situation where Gulf waters threaten critical infrastructure, critical habitats and public and private lands. Without some type of shoreline stabilization project in the very near future the island, along with its many cultural, recreational, environmental and historical resources, will be lost.

The proposal to deposit beach-quality dredge material further south seems counterproductive to the needs of an island that is literally washing away. While I admit I have not had an opportunity to review any data the Corps may have that would indicate material dumped in this new location will in fact benefit Dauphin Island, it would seem our chances of success would be greatly increased if the material was placed in closer proximity to the intended target.

What is the primary reason for moving outside of the existing SIBUA? Is the area completely filled? Is the water too shallow to afford access by

1011 Bienville Blvd.
Dauphin Island, Alabama 36528
Phone: (251) 861-5525 Fax (251) 861-2154
Email: dialgovmt@townofdauphinisland.org

hopper dredge? Is it possible to extend the site north and/or west versus southward? Has the Corps researched the implementation of a by-pass dredge program? These are just a few of the questions we have about the proposed SIBUA expansion.

On behalf of our entire community, I respectfully request a public hearing be held on Dauphin Island to allow citizen input regarding this important matter. Thank you in advance for your favorable response.

Respectfully Submitted,



Jeff Collier
Mayor



DEPARTMENT OF THE ARMY
MOBILE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 2283
MOBILE, ALABAMA 36626-0001

March 25, 2009

REPLY TO
ATTENTION OF:

Coastal Environment Team
Planning and Environmental Division

Honorable Jeff Collier
Town of Dauphin Island
101 Bienville Boulevard
Dauphin Island, Alabama 36528-0001

Dear Mr. Collier

This letter is written in response to your letter dated December 19, 2008, requesting a public hearing on the proposed southern expansion of the Sand Island Beneficial Use Area (SIBUA) as specified in Public Notice No. FP08-MH14-05. The U.S. Army Corps of Engineers (Corps), Mobile District is considering your request to expand the SIBUA dredged material disposal area to the north and west as referenced in your letter. As previously established, use of the SIBUA is restricted according to the depths required by the dredging equipment used to place the material within the site. The Corps, Mobile District is in the process of conducting hydrographic surveys and engineering analysis to determine the most effective placement options to allow the return of sand to the littoral system.

If these areas are considered suitable as effective placement options, the Corps will consider your request to expand the SIBUA to the north and west. In addition, we still plan on pursuing the proposed southern expansion for disposal operations along with any expansion to the north and west if deemed suitable. Based on this information and the actions of the Corps in consideration of your request, it has been determined that your request for a public hearing does not set forth the interest and manner that would provide additional information towards making a final decision for this action. I, therefore, see no additional benefits to conducting a public hearing at this time. We will inform your office of the results of our findings.

I appreciate your interest in responding to this Public Notice. Should you require any further assistance, please contact Mr. Larry Parson at (251) 690-3139, email larry.e.parson@usace.army.mil or Mr. Mike Malsom at (251) 690-2023, email michael.f.malsom@usace.army.mil.

Sincerely,

Byron G. Joris
Colonel, Corps of Engineers
District Commander

Comment # 49

Parson, Larry E SAM

From: [REDACTED]
Sent: Tuesday, January 26, 2016 6:25 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Public Notice No.FP15-MH01-10

I am a property owner on Dauphin Island and very concerned about expanding the shipping channel. The DSEIS should analyse the effects of all alternatives on Dauphin Island, including the beaches. Placement of the dredge spoils nearer to the island would likely help the beaches.

[REDACTED]

Comment # 50

Parson, Larry E SAM

From: [REDACTED]
Sent: Sunday, January 17, 2016 10:06 AM
To: Parson, Larry E SAM
Subject: [EXTERNAL] Public Notice No. FP15-MH01-10 - Mobile Harbor Federal Navigation Channel Improvements

To:

ATTN: CESAM-PD-EC

District Commander

US Army Engineer District Mobile

PO Box 2288

Mobile, AL 36628-0001

Mr. Parson,

I am a Dauphin Island property owner. I am aware of the proposal to widen the Mobile Bay Ship Channel in order for the Alabama State Port Authority (ASPA) to handle more

ships more efficiently. I understand that this will provide economic benefit to our local area and our state.

I am also aware of the preparation of a Supplemental Environment Impact Statement to address potential impacts associated with improving the Mobile Harbor Federal Navigation Channel in Mobile County, Alabama. I am very concerned over the potential for a widened ship channel to intensify the ongoing erosion of Dauphin Island and create other significant adverse impacts on ecosystems within the project area.

I am writing to you to request that extensive considerations, appropriations and accommodations be made to ensure there is no negative impact to Dauphin Island. Dauphin Island plays a critical role in the local ecosystem and is a protective barrier reef for the mainland. If the dredging does occur, I urge you to use the sand to rebuild the Dauphin Island beaches and to stabilize the area around the historic Sand Island Lighthouse.

I respectfully ask that you honor this request. I am happy to discuss this further and appreciate your consideration. If this request requires an alternate form of submission for consideration please provide direction as to how to submit.

Sincerely,

[REDACTED]

[REDACTED]

[Redacted]

Knowing now matters.™

[Redacted]

[Redacted]

Visit our new website AlereCoag.com <Blocked<http://www.alerecoag.com/>>

****Confidentiality Notice****

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[Redacted]

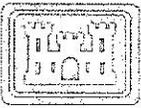
Comment # 51

Parson, Larry E SAM

From: [REDACTED]
Sent: Monday, January 18, 2016 12:30 PM
To: Mobile Harbor GRR
Subject: [EXTERNAL] Written comments
Attachments: corp.pdf

Please find attached written comments.

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**US Army Corps
of Engineers**
Mobile District

Thank You for Your Comments

**Mobile Harbor General Reevaluation Report, Mobile, Alabama
Public Scoping Meeting at the Mobile Alabama Cruise Terminal
201 S. Water Street, Mobile, Alabama 36602
Tuesday, January 12, 2016
5:00 - 8:00 PM**

In an effort to ensure that all public comments are captured for the Mobile Harbor General Reevaluation Report, Mobile, Alabama, we welcome your written comments. You may place them in the "Written Comments" box at this public meeting session, or send them to: U.S. Army Corps of Engineers, Mobile District, Planning & Environmental Division, Coastal Environment Team, P.O. Box 2288, Mobile, Alabama 36628-0001; (Phone: 251.690.3139); or by email to MobileHarborGRR@usace.army.mil.

Comment Category:

- Environmental Cultural Resources Threatened and Endangered Species
 Fish and Wildlife Water Quality Dredging/Disposal Economics Engineering
 Other

Comments (additional space on back): I attended a meeting in October in an attempt to find out what the

Corp was trying to accomplish with all the studies that were and are taking place for the dredging of the Mobile Bay Ship Channel.

I have realized that the Corp in the business of funding studies and not realizing what the adverse effect that the dredging has had on the shoreline of Dauphin Island. The people of the coastal communities are suffering from the lack of response of the current practices and need serious concerns addressed not more studies to fund. A citizen advisory board needs to be implemented to address the problems and solutions that are and will seriously affect the citizens of the coastal plains.

Name/Organization/Contact Information (Optional):
