



Documentation of Public Hearing

Project Location

Jefferson and Orange Counties

Neches River Bridge Study
CSJ: 7220-01-001

Project Limits

From 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, to the Old US-90 alignment just west of Rose City in Orange County, Texas

Hearing Location

Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701

Hearing Date and Time

Thursday, August 25, 2016 Open House at 5:30 PM; Presentation at 6:30 PM

Translation Services

Spanish

Presenters

Dan Harmon, Texas Department of Transportation
Matt Barkley, Michael Baker International

Elected Officials in Attendance

Jody Crump, Orange County

Total Number of Attendees (approx.)

36 attendees: 16 Citizens, 1 Elected Official, 1 Media, 18 Staff (2 USCG; 11 TxDOT; 5 Consultants)

Total Number of Commenters

3

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A. Comment/Response Matrix

Table 1 Comment Response Matrix - Neches River Bridge Study Comments Received During Comment Period Ending September 9, 2016

Comment Number	Commentor Name	Date Received	Source	Comment Topic	Response
1	Brandt Mannchen, Chair, Big Thicket Committee, Lone Star Chapter of the Sierra Club	7/21/2016	Letter	<p>Enclosed are the comments of the Lone Star Chapter of the Sierra Club (Sierra Club) about the Texas Department of Transportation (TxDOT) Environmental Assessment (EA) for the Neches River Bridge Study in Jefferson and Orange Counties (CSJ: 7220-01-001).</p> <p>The proposal would add track capacity to the rail corridor crossing the Neches River in the City of Beaumont, Texas. This would be done by the additional of a track over the Neches River and construction and operation of a lift bridge north of the existing bridge. The western terminus of the proposal begins 170 feet east of the Intersection of Archie Street and the Kansas City Southern Railway line in the City of Beaumont, Jefferson County, Texas and ends at the eastern terminus near the Old United State Highway 90 alignment just west of Rose City in Orange County, Texas (1.68 miles).</p>	Comment noted.
				<p>1) Page 9, 1.4.1 Neches River Bridge Feasibility Study, PFW 21_, 3.3.2 Description of Build Alternative, and Page 25, 4.1.2 Planned Land Use, the terms "fluidity", "low chord elevation", "thru plate girder", "Steel plate girders", "lift truss", "industrial-marsh land", are used. TxDOT should define these terms and prepare a glossary for the public.</p>	Footnotes/definitions of uncommon technical terms used in the document will be added.
				<p>2) Pages 9-11, 1.4.1.1 Existing Rail Movements and Future Operations in the Study Area, TxDOT uses assumptions to determine what the 2035 train traffic will be and how much time will be saved via the proposal. TxDOT should reveal these assumptions to the public so that it can review, comment on, and understand the origin of delay hours/day figures, which are presented as the main reason that this proposal had been considered.</p> <p>The assumptions may center on oil/natural gas movement and use for raw materials, products, and feedstocks. However, with the oversupply of oil/natural gas both in the United States and other places in the world and with the uncertainty that the world market economy has, any assumptions made should be very carefully vetted. TxDOT should state clearly what occurs if the growth projected</p>	<p>Details regarding the methods used to develop the rail projections were included in the Neches River Bridge Feasibility Study. As indicated in Chapter 9, this study is available for review at: http://www.txdot.gov/inside-txdot/forms-publications/publications/rail.html. The purpose and need for the proposed project was modified with input from stakeholders in February 2015 and presented to the public at the Open House in October 2015. No changes to the purpose of the project were needed based on comments received from the Open House.</p> <p>The Port of Beaumont Access Road project (see Table 4) and the Port of Beaumont Master Plan (see Appendix D, Exhibit 6) add support to the assumption of continued growth activity in the area.</p>

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				(Page 13, 2.1 Purpose of the Project, "... new rail capacity to accommodate growth") does not occur.	
				3) Page 12, 1.4.2 Project Planning and Programming Status, it is of concern that "Funding participation by federal, state, county, or city agencies as well as the Class I railroads, has not been negotiated." Without a firm guarantee of funding by all participants this proposal may not occur.	For a discussion of funding please see Section 1.2 of the document.
				<p>4) Page 13, 2.1 Purpose of the Project and Pages 14 and 15, 2.2 Need for the Project, TxDOT refers to the reduction of rail and vehicular congestion by "Improved rail operations"; which "would increase overall freight and passenger rail capacity"; and that "Rail traffic ... is forecasted to increase from 287 trains per week to 582 trains per week by the year 2035"; "Future rail traffic across the Neches River is expected to increase ... along this national corridor, as well as local rail traffic serving the region's existing and expanding industrial facilities", and that there are "calls for expanded industrial facilities in both Jefferson and Orange Counties"; and that "Increased activities at private industrial facilities ... are also forecasted with or without this project".</p> <p>TxDOT should explain in the EA the difference among "expanding industrial facilities", the "call for expanded industrial facilities", and "Increased activities at private industrial facilities" with regard to the purpose of the proposal. This is important since TxDOT uses each of these as part of the purpose to justify the proposal when they appear to be the same element expressed in slightly different ways. TxDOT should not triple count the same element to justify the proposal. TxDOT does not explain here, or elsewhere in the EA how many of these increases will occur due to the installation of this proposal.</p> <p>TxDOT does not state how increased numbers of trains/week will not increase or lengthen the amount or level of noise, vibration, air pollution, water pollution, fires, accidents, spills, and other environmental impacts. This seems particularly likely since the increase from 287 trains/week to 582 trains/week (295 train/week increase) over a 19 year period will impact communities, east and west of this proposed Neches River crossing</p>	The Phase 2 and Phase 3 Alternative Comparison Matrix located in Appendix B shows the criteria measures used to select the Build Alternative. The criteria relating to the comment included track capacity, dispatching, industrial access, design speed, rail movements, marine movements, vehicular movements, and planned industrial. These represent unique criteria that were each counted only once during the alternatives analysis process. As noted in Table 1, the projected 582 trains/week (and therefore the associated impacts) would occur with the No Build Alternative. The additional track at the bridge under the Build Alternative would lessen future congestion through a reduction in delays hours associated with this chokepoint.

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				<p>expansion, the same communities that they do now, which means that they will be susceptible to additional noise, vibration, air pollution, and other environmental impacts. This appears to be an environmental justice issue that TxDOT has not addressed along the 1.68 miles project site, the study area, and beyond the study area.</p> <p>There is no documentation that calculates these future environmental insults and then compares them to the level that exists now. This is a significant failure of the EA's analysis, assessment, and evaluation of environmental impacts for this proposal.</p>	
				<p>5) Pages 16 and 17, 3.1 No Build Alternative and Table 4, the projects listed on Table 4 are in fact "cumulative actions" and should be assessed not as "part of the baseline conditions in the No Build Alternative" unless their construction is complete. Otherwise TxDOT adds environmental impacts to the "No Build Alternative" that have not be completed and which do not exist.</p> <p>TxDOT also fails to state whether the Sabine-Neches Waterway Channel Improvement Project will result in more ships passing under the Neches River Bridge and thus require the lift bridge to be operated more and result in delays of train traffic that the proposal is supposed to prevent. If this is the case TxDOT must state how much degradation of the delay hours/day savings that this proposal is expected to have will no longer occur.</p>	<p>The No Build reflects 2035 conditions without the project. The Sabine-Neches Waterway Channel Improvement Project ends south of the proposed Neches River Bridge so it would not be expected to increase the number of ships requiring the lift bridge to be operated. Clarification will be added to Table 4 regarding the Sabine-Neches Waterway Channel Improvement Project. Table 37 in the cumulative impacts section lists reasonably foreseeable future actions within the study area.</p>
				<p>6) Page 21, 3.3.2 Description of Build Alternative, it is of concern that the U.S. Coast Guard "has not formally responded to the values proposed "with regard to minimum horizontal and vertical clearances". The public must have this information so that it can review, comment on, and understand all potential environmental impacts of this proposal.</p>	<p>The vertical clearance of the Build Alternative would be similar to that of the existing Neches River Bridge and complies with the navigational requirements listed in the NOAA navigation charts; therefore, it is not anticipated that there would be additional environmental impacts specific to this issue. The USCG has been included in and attended stakeholders meetings on 2/18/15, 8/20/15, and 2/24/16, where the proposed bridge design has been discussed and also attended the public hearing held 8/25/2016. USCG will also review final design prior to issuing their bridge permit.</p>
				<p>7) Page 26, 4.2 Social and Community Resources and Community Impact Assessment, Page 35, 4.2.9</p>	<p>As discussed in the EA, the projected volumes of trains (and associated impacts) will occur whether or</p>

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				<p>Environmental Justice Considerations, and Page 98, 4.13.2 Cumulative Impacts, TxDOT states that "Because of the limited scope of the project along an existing rail line, the project's impacts are not anticipated to affect areas outside the physical project limits other than the potential for noise impacts" and "the Build Alternative would not have any disproportionate impacts to these populations ... rail noise and vibration impacts ... are not anticipated to disproportionately impact any community of concern". This statement is not correct. There could be additional noise, vibration, air pollution, water pollution, spill, accident, explosion, fire, etc. impacts because more trains (295/week) will pass along this rail line, both within the project area and outside of it to the east and west. TxDOT must address this issue and quantify, where possible, what these potential impacts may be on environmental justice and other communities that may be affected.</p> <p>The statement on Page 98 that "The Build Alternative would not have high and adverse disproportionate impacts to environmental justice communities . . . and would not contribute to a cumulative high and adverse disproportionate impact on these resources" is not based upon any documents or quantitative information in this section of the EA. The Sierra Club believes that minority and poor populations would disagree with this TxDOT statement.</p>	<p>not the proposed project is built. The proposed project is intended to accommodate future anticipated rail traffic by lessening future congestion. Therefore, the proposed project impacts are limited to the area of proposed improvements. As explained in Section 4.2 of the EA, this area is primarily industrial and commercial. The primary community impact would be noise, which is analyzed in Section 4.5.</p>
				<p>8) Page 34, 4.2.7 Community and Economic Impacts, TxDOT states that "efficiencies may lead to reduced transportation cost of goods and services that may allow businesses to be more competitive or that my increase revenues to grow their business." If TxDOT is going to claim this benefit then it must give the public some idea of the level of the benefit by quantifying it. Otherwise this is just an unproven assertion (notice TxDOT states "may" twice in the sentence above) that does not describe reality.</p>	<p>The purpose of the proposed project is to improve rail operations, including maintaining existing rail mobility and accommodating growth. The multi-phase alternatives development, which included stakeholder input, determined that the Preferred Alternative would best meet this goal. Studies such as the FHWA Economic Effects of Transportation Report state that "Lower costs or better service, or both, in freight movement have a positive effect on all firms engaged in the production, distribution, trade and/or retail sale of physical goods." http://ops.fhwa.dot.gov/freight/freight_analysis/improve_econ/appa.htm. However quantification of these benefits would be speculative, which is discouraged in NEPA documents. Qualitative analysis is generally accepted when based on logical reasoning, in this case that improved rail efficiency would benefit</p>

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					industry that relies on rail transportation. The use of the word "may" is appropriate when discussing future outcomes.
				9) Page 38, Table 14, the Gulf Coast High Speed Rail was not implemented and is no longer an active project.	This project has been removed from Table 14. Recent activity shows studies are ongoing east of New Orleans.
				<p>10) Pages 41-43, 4.4.2 Climate Change and Greenhouse Gas Emissions, climate change has altered existing ecosystems and makes it more difficult for plants/animals to adapt successfully to changed ecosystems across the landscape. The EA fails to include a climate change Resilient Habitats Plan (RHP).</p> <p>The RHP assesses the biological and ecological elements of the area and the effects that climate change has had and will have where alternatives may be implemented. The RHP would assist plants/animals/ecosystems to adapt to climate change and would require monitoring of changes and mitigation measure effectiveness. The RHP would be based on:</p> <ol style="list-style-type: none"> 1. Protection of existing functioning ecosystems in the area. 2. Reduction of stressors on the ecosystems in the area. 3. Restoration of natural functioning ecological processes in the area. 4. Use of natural recovery in the area. 5. Acquisition of buffers, corridors, and core reserves to expand and ensure connectivity of ecosystems in the area. 6. Intervention to manipulate (manage) ecosystems in the area. 7. Reduction of climate change gases in the area. <p>The EA must acknowledge sea level rise and look at scenarios that are best and worst-case. At the very least a 50 to 100-year timeframe should be used in the EA. Recent research has shown that sea level rise is increasing at a faster rate than predicted 10 years ago. According to experts, the Intergovernmental Panel on Climate Change (IPCC) has underestimated future sea level rise. The likelihood of higher emission scenarios has become more likely in recent years and the result by the end of 2100 includes an almost a 4 foot rise in sea level and 6.5 to 9.8 foot rise by 2300. "Experts say the IPCC</p>	<p>As per the August 2016 CEQ <i>Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews</i>, "agencies need not undertake new research or analysis of potential climate change impacts in the proposed action area, but may instead summarize and incorporate by reference the relevant chapters of the most recent national climate assessments or reports from the USGCRP." The last sentence of Section 4.4.2 of the EA discloses that potential climate change impacts include harm to wildlife and ecosystems and references the USGCRP report. No additional analyses, such as an RHP, is required at this time.</p> <p>The EA includes a quantitative analysis of greenhouse gases. The emissions analysis forecasts that the Build Alternative would benefit air quality by reducing idle emissions over the No Build Alternative by 9.1 annual tons per year.</p> <p>Climate change and sea level rise is discussed in Section 4.6.3, at a 50-year timeframe and using data from NOAA and it is noted that the Build Alternative is designed to account for sea level rise.</p>

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				<p>underestimated future sea level rise", John Abraham, The Guardian, December 4, 2013 and "Rising Waters: How Fast and How Far Will Sea Levels Rise?", Nicola Jones, October 21, 2013, environment360</p> <p>Some studies refer to sea level rise by 2100 at 1 to 4 feet with an uncertainly range of 0.66 feet to 6.6 feet. This means that a much greater sea level rise could occur, at least double that of earlier estimates, in the next 100 years. "Future Climate Change," U.S. Environmental Protection Agency, last updated February 23, 2016, http://www3.epa.gov/climatechange/science/future.html) and "Sea-level rise could nearly double over earlier estimates in next 100 years", March 30, 2016, Science Daily Climate change means, for the Beaumont Area, in all probability, greater numbers of large precipitation events and potentially more and or more intense storms/hurricanes. These predicted changes should be considered with regard to any impacts they have on proposed alternatives. Additionally, more severe droughts may also occur and their impacts should be assessed in the EA.</p>	
				<p>11) Page 42, 4.4.3 Operational Emissions and Greenhouse Gas Analysis, the emissions inventory is incomplete because only locomotive emissions are used. The increase in ships that travel the Neches River and require the bridge to lift should have their emissions estimated as well as delays that cause other vehicles to wait during these passages. The vehicles that are delayed at all train crossings due to the greater number of trains/week that this proposal allows (a 295 train/week increase over 19 years) must also be calculated and presented to the public.</p>	<p>The Greenhouse Gas Analysis used a methodology approved by the FRA. The proposed project is intended to accommodate future anticipated rail traffic by lessening future congestion; therefore, the focus of the analysis was locomotive operations. The number of trains/week increases with or without the project.</p>
				<p>12) Pages 54-57, 4.6.1 Wetlands and Page 62, 4.6.6 Mitigation for Impacts to Water Resources, the Big Thicket National Preserve (BTNP) was set aside in 1974 to protect unique ecosystems and biological diversity in the Southeast Texas Area. About 40% of the BTNP is wetlands. The BTNP is internationally recognized and has been designated as a United National Education, Scientific, and cultural Organization (UNESCO) "Man and</p>	<p>The Pineywoods Mitigation Bank was described in the EA as one example of potential mitigation for wetland impacts. The use of in-kind preservation has been added as another option. During the Section 10/404 Individual Permit application process, the appropriate type of mitigation will be coordinated with the USACE. The permit applicant will investigate available mitigation opportunities to appropriately mitigate for wetland impacts.</p>

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				<p>Biosphere" Reserve. Many universities conduct scientific research projects and teaching opportunities in the BTNP.</p> <p>The Sierra Club supports mitigation for the estimated 12.29 acres of wetlands that will be destroyed by this proposal. However, the Sierra Club recommends that the Pineywoods Mitigation Bank (PWMB) not be used. The PWMB was set-up in the Mid-Neches River Corridor. The impacts that will occur due to this proposal are in the Lower Neches River Corridor. To mitigate wetland impacts the protected or created wetlands should be as close to the site of disturbance as possible and within the same approximate watershed location.</p> <p>It makes more ecological and biological sense to mitigate within BTNP on the Neches River. The Sierra Club recommends that this mitigation occur via either TxDOT buying a suitable, equivalent tract of bottomland hardwood forested wetlands and or palustrine emergent wetlands and give the tract to BTNP, or buy a tract and give it to a suitable land trust for management, or give an equivalent amount of money to buy such a tract to the National Park Service (NPS) or a land trust that will after the mitigation site has been bought transfer that property to the NPS. In this way the wetland mitigation will be provided for much closer to the site of loss than if the PWMB was used.</p>	
				<p>13) Page 58, 4.6.2 Other Waters of the U.S., TxDOT states that "The USCG indicates that a navigation evaluation should be conducted early in the project planning". If this is true, then TxDOT must state why this evaluation has not been done and is not in the EA for the public to review, comment on, and understand.</p>	<p>While the evaluation has not yet been completed, USCG has been engaged in discussions regarding design features of the bridge. The USCG attended stakeholders meetings on 2/18/15, 8/20/15, and 2/24/16, where the proposed bridge design was discussed and also attended the public hearing held 8/25/2016. The vertical clearance of the Build Alternative would be similar to that of the existing Neches River Bridge and complies with the navigational requirements listed in the NOAA navigation charts; therefore, it is not anticipated that there would be additional environmental impacts specific to this issue.</p>
				<p>14) Page 59, 4.6.3 Floodplains and Page 89, 4.12.3 Water and Biological Resources, TxDOT states that "It is anticipated that construction of the Build Alternative</p>	<p>Section 4.6.3 will be revised to indicate the modeling and scour studies are ongoing but it is anticipated that the final design of the Build Alternative would not</p>

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				<p>would not increase water surface elevations during a Base Flood Event." If this is true, TxDOT should state why this is true. The pilings that holdup the additional railroad track and lift bridge and the existing track and lift bridge will impede the flow of water and either slow it down, and cause additional sediment dropout, or will deflect the water so it will go somewhere else. TxDOT does not state where that somewhere else is and what will be affected by these deflected waters. TxDOT should also state where the sediment will dropout with the change in course and speed of the river. TxDOT must show where the PCB contaminated sediment is located with regard to the proposed bridge and how water flow changes will affect movement of this contaminated sediment.</p>	<p>increase water surface elevations greater than found acceptable during coordination with the floodplain administrators of Jefferson and Orange County. Final design plans will be reviewed by local floodplain coordinators in Jefferson and Orange counties.</p> <p>Section 4.12.3 will be revised to explain that while the Neches River is listed on the 303(d) list under Category 5c for bacteria and in PCBs in edible tissue, TCEQ sampling between 2005 and 2012 did not identify PCBs in sediment in segment 0601_04, which covers the project area.</p>
				<p>15) Pages 59 to 60, 4.6.4 Water Quality, there is no discussion about possible leaks from rail cars or locomotives that could result in additional oil/grease sheens and toxic water pollutants dripping or spilling into the Neches River. TxDOT must state how this type of water pollutant incident will be prevented and how it will be addressed if it occurs.</p>	<p>A discussion of possible leaks from rail cars will be added, including prevention and response.</p>
				<p>16) Page 83, 4.11 Use of Energy, TxDOT states that there would be a positive impact on energy use because of decreased idling times, etc. However TxDOT says nothing about the increase in energy use when the number of trains in 19 years goes from 287/week to 582/week. TxDOT must include this increase in trains as an energy use increase and calculate what this means for energy use, air pollution, and climate change gases.</p>	<p>As discussed in Section 2.1, the projected volumes of trains (and associated impacts) will occur whether or not the proposed project is built. The proposed project is intended to accommodate future anticipated rail traffic by lessening future congestion and associated delays. Section 4.11 will be revised to clarify that the benefit is compared to conditions of the No Build Alternative.</p>
				<p>17) Page 94, 4.13.1.1 Induced Growth Impacts Analysis, TxDOT says that the primary purpose of the project is to "improve rail operations". However, it appears that the primary purpose is to increase the number of trains that come through in a week. In other words, increasing the capacity of this stretch of rail line. If the rail operations are indeed improved then the statement, "Therefore, it is anticipated that any potential for induced growth would be limited to industrial facilities supported by rail" is not true since if roads are not clogged as much then large trucks will not be delayed as much and their use will increase and not just to industrial facilities. TxDOT's statement "that</p>	<p>As discussed in Section 2.1, the projected volumes of trains (and associated impacts) will occur whether or not the proposed project is built. The proposed project is intended to accommodate future anticipated rail traffic by lessening future congestion.</p> <p>The Build Alternative avoids the Superfund Site and as noted in Table 31, there is low potential for impact to that site, which is currently in remediation.</p>

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				<p>there would be no inducted growth" makes no sense because better use or and more use of freight rail will allow industrial facilities to operate better and perhaps create opportunities for the growth of those facilities including additional air pollution, water pollution, and hazardous and solid waste generation.</p> <p>TxDOT refers to a "large Superfund site" which is located nearby but does not state how or if the proposal will make it easier or more difficult to clean-up that site.</p>	
				<p>18) Page 96, Table 36, TxDOT does not provide a methodology to the public about how it either quantitatively or qualitatively measures the impacts of encroachment including statements that it "would be minimal" and "would not be substantial". TxDOT does not provide the public with its methodology and what standards are used to rate encroachment impacts.</p>	<p>As stated in the introductory paragraph of Section 4.13.1.2, encroachment alteration impacts are discussed in each of the subject specific resource technical reports, and Table 36 provides a summary from these reports. The technical reports are available on the TxDOT website. http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html</p>
				<p>19) Pages 97-101, 4.13.2 Cumulative Impacts, TxDOT fails to provide any quantitative water quality impacts that an increase in barge traffic will have. TxDOT says that "these potential impacts are not reasonably quantifiable at this time" and provides no documentation that this statement is true. The onus is on TxDOT to prove that statement and if it is, to provide qualitative impact analysis, assessment, and evaluation.</p>	<p>The statement is specific to barge traffic relating to the Panama Canal Expansion, which, after several delays, opened in late June 2016. It would be speculative to quantify impacts without having usage data over a reasonable period of time. The TCEQ will continue to monitor the Neches River as part of the Texas Integrated Report for Clean Water Act, including the 303(d) list.</p>
				<p>Page 98, TxDOT fails to provide any quantitative information about cumulative actions that relate to transportation, rail, and industrial facility development in the future for the next 19 years. TxDOT also fails to define what a "negligible" cumulative effect is and provide a methodology for how this effect was derived and what it was based upon.</p> <p>TxDOT should list the proposed toll road, from Vidor to Beaumont, as a cumulative future foreseeable action with environmental impacts and provide analysis, assessment, and evaluation about those environmental impacts as part of the cumulative actions and impacts analyzed by this proposal.</p>	<p>Table 37 lists the potential impervious cover and wetland impacts, including quantification when applicable, of reasonably foreseeable projects in the study area. For other resources, a qualitative statement as to whether reasonably foreseeable projects are anticipated is included in each bulleted section. Section 4.13.2 summarizes the direct impacts to the project, whether or not reasonably foreseeable projects are anticipated to have impacts to the resource, and a determination of overall cumulative effects. The proposed '105 Turnpike' from Vidor to Beaumont is in early planning stages. TxDOT has not approved the project and an environmental assessment has not been completed; therefore, the project is not reasonably foreseeable at this time and is not included in the cumulative impacts analysis.</p>

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				<p>Page 100, TxDOT fails to include public health and safety impacts due to accidents from trains and rail cars and how this could affect the public. TxDOT fails to state what methodology was used to document that any cumulative effect would be "negligible".</p>	<p>As indicated in the FRA's Rail Safety Fact Sheet, (https://www.fra.dot.gov/Page/P0680) ridership and freight rail traffic has increased, yet there has been a "significant reduction in all types of accidents since FY 2005", including a 45% decrease in human factor caused accidents, 52% decrease in track defects, and 36% decrease in equipment defects.</p>
				<p>Page 101, TxDOT assumes "overall beneficial cumulative effect on Greenhouse Gas emissions" but fails to provide any methodology for how this assessment was made. TxDOT does not take into account the increase in trains/week and thereby the emission of carbon dioxide by these trains and the expansion or increase of industrial plants for the next 19 years which will create additional greenhouse gas emissions.</p>	<p>The CEQ released the Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effect of Climate Change in National Environmental Policy Act Review on August 1, 2016. TxDOT is currently in the process of developing methodologies to analyze GHG emissions in response to this final guidance.</p>
				<p>20) Page 102, 4.14.1.1 Riverfront Park, it is significant that Riverfront Park is in a primarily minority and low income area and will be affected by this proposal. This appears to be an environmental justice issue that should be resolved particularly since some land will be lost and more noise or longer exposure to noise will occur due to an increase of trains/week over the next 19 years from 287/week to 582/week. Pages 111 and 112, Table 38 Stakeholder Coordination Meetings, TxDOT does not document whether it met with the Civic Club in the area, the Church in the area, or with stakeholders east and west of this proposal who will have to withstand the additional environmental impacts of trains/week rising over 19 years from 287/week to 582/week. This is not acceptable public participation and is an environmental justice issue.</p>	<p>As discussed in Section 4.14.1.1, 0.4 acres of overflow parking and 0.01 acres of undeveloped park outside of the fenced area would be required for the Build Alternative. Rail noise is part of the existing park environment with existing noise levels exceeding 70 dBA. The City of Beaumont determined that the project would have minimal impact on Riverfront Park and would not alter or affect the use of the park, as documented in their letters contained in Appendix F. Since it was determined there would be minimal impact to the park, there would be no disproportionate impacts to environmental justice communities relating to Riverfront Park. As noted in Table 1, the projected 582 trains/week (and therefore the associated impacts) would occur with the No Build Alternative. Section 4.2.9 will be revised to include the reduced delay hours and emissions that would be recognized with the Build Alternative - a benefit all populations, including environmental justice populations. City and county staff represented their communities, including environmental justice populations in the stakeholder meetings. The Southeast Regional Planning Commission was contacted to determine the need for special outreach since they are also required to consider low income and minority populations in their planning process. Notices were also provided to churches in the area,</p>

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					Greater Beaumont Chamber of Commerce, Beaumont Independent School District, Beaumont Public Library System, Beaumont Transit Agency, Southeast Texas Regional Planning Commission, Southeast Texas Economic Development Foundation, Neighborhood Association of Beaumont, and property owners. Notices were published in English and Spanish, and an interpreter was available at the meeting and hearing.
				The Sierra Club appreciates this opportunity to comment. Thank you.	Comment noted.
2	Ellen Buchanan, Golden Triangle Sierra Club	8/25/2016	Letter	Copy of 7/19/2016 letter from Brandt Mannchen, Lone Star Chapter of the Sierra Club.	See responses to Comment 1.
3	David Paderas	8/25/2016	Comment Form	I believe this project will be extremely beneficial to both Beaumont and the railroads. It will be good for businesses all area refineries and industries. I just can't wait to see this project get started. Thank you. David	Comment noted.
4	Ellen Buchanan, Golden Triangle Sierra Club	8/26/2016	Letter	<p>Thank you for the opportunity to comment on the Environmental Assessment/Draft of the Neches River Bridge Study as prepared by the Texas Department of Transportation for the construction of additional railroad track and lift bridge over the Neches River in Beaumont, TX.</p> <p>The Golden Triangle Sierra Club Group of Southeastern Texas would like to submit comments to help assure that all possible environmental protective measures within the project habitat are applied during rail construction and through the life of operations. GTSC has several areas of concern that are detailed in the attached comment section.</p> <p>GTSC is especially concerned with the discussions that conclude with findings of either minimal or no impacts that are unsubstantiated and need supporting information. Specifically, water/ wetland resources, threatened and endangered species along with air quality impacts that are all determined to be impacted by the</p>	Thank you for your comments. Each specific comment attached to the cover letter is addressed below.

Comment Number	Commentor Name	Date Received	Source	Comment Topic	Response
				<p>project within the body of the report, but discharged as minimally affected in the findings. This is particularly problematic in relation to the wetlands which did not receive intensive survey and only minimal on-site assessment. It's not enough to assure the reader all steps will be taken to protect sensitive areas when the measures themselves are not defined.</p> <p>Also, the areas of potential effect, construction zones, jurisdiction and other technical boundaries need to be fully defined in the map appendices. It's hard to distinguish the direct impact construction zones from rights-of-way on the maps in relations to the eastern portion of the project area.</p>	
				<p>ENVIRONMENTAL ASSESSMENT/DRAFT OF THE NECHES RIVER BRIDGE STUDY</p> <p>The Texas Department of Transportation and the Federal Railroad Administration are studying a project to add railroad capacity to the existing railroad corridor across the Neches River in the area of the Port of Beaumont, in Beaumont, TX. The purpose of the project is intended to improve the existing rail corridor and extend service in order to handle the anticipated future increases in train traffic.</p> <p>PROJECT DETAILS Section 3 TxDOT and FRA have prepared a draft Environmental Assessment for public comment detailing the project along with the direct and indirect potential impacts estimated to occur. Proposed is the construction of an additional lift bridge north of an existing rail line and bridge over the Neches River spanning roughly a 200-foot horizontal clearance (section 3.2.2 Description of Build Alternative). New tracks would extend from neighborhoods near the Port of Beaumont in Jefferson County into the wetland and industrial area in Orange County roughly 1.68 miles to the east.</p> <p>Comment: Detail the length of the alternative routes and right-of-way widths within the community and the industrial-wetlands on the east side of the Neches River. It is relatively unclear from the description or the map appendices the distinction between APE and construction zones. What is</p>	<p>Wetland impacts will be limited to the area necessary for the construction of the project and ongoing maintenance and operations will be conducted in accordance with the Section 10/404 permit requirements. Table 26 in the EA documents the wetland areas that were field verified (and shown in Appendix D, Exhibits 14a and 14b) and the portion of that area potentially impacted by the project.</p> <p>In order to present a conservative, worst-case scenario of impacts, the construction footprint within the existing ROW and proposed right-of-way, and the entire construction lay down area were identified as impacted. These areas are shown in Appendix D, Exhibits 2a and 2b.</p>

Comment Number	Commentor Name	Date Received	Source	Comment Topic	Response
				<p>the clearance area for the rail construction within the wetlands portion of the project area? Distinguish the nature of direct and indirect impacts to these areas during construction and cumulatively over time.</p>	
				<p>AIR QUALITY, Section 4.12.1 The document describes both Jefferson and Orange Counties as in attainment for all National Ambient Air Quality Standards and therefore, “conformity rules do not apply....however, analysis of the operational emissions of both ozone precursors and Green House Gases was completed.” Given that NAAQS is met no mitigation efforts are determined necessary. Still, the draft EA identifies locomotive operations as sources of varying amounts of O3 and its precursors (nitrogen oxides, hydrocarbons, volatile organic compounds, particulates, and carbon monoxide emissions) as concerns for public and environmental health.</p> <p>Comment: Describe the potential affect of increased emissions within the project area in relation to health and environmental concerns. Conformity requirements may be affected with the added locomotive traffic and emissions. In providing a technical summary of the project Matt Barkley, EA Project Manager, stated that “rail traffic is expected to increase from 287 trains per week to 582 trains per week by the year 2035.” Given the recent 8-hour standard for ozone emissions changes by the Environmental Protection Agency, how will this affect the anticipated emissions standards for the transportation conformity portion of rail traffic at the port? In light of increased rail traffic what mitigation efforts will be proposed to address the added emissions over time?</p>	<p>As noted in Table 1, the projected 582 trains/week (and therefore the associated impacts) would occur with the No Build Alternative. The additional track at the bridge under the Build Alternative would lessen future congestion through a reduction in delays hours associated with this chokepoint. Section 4.4 discusses air quality in relation to current air quality standards. Mitigation for air quality impacts are only warranted for construction impacts, as identified in Section 4.12.7.</p>
				<p>WATER RESOURCES Section 4.6.1. states that due to “limited access to the existing right-of-way, existing data were used to focus field efforts in areas where jurisdictional wetlands were probable.” As such, the wetland resources were not ground proofed for an estimated 14.48 acres within the project area. The EA further estimates that “7.23 acres of wetlands would occur in the construction limits within the existing and proposed right-of-way” with an additional</p>	<p>Wetlands within the existing and proposed ROW and construction lay down area were field verified, as listed in Table 26. To provide a worst case analysis, permanent impacts to wetlands include wetlands within the footprint of construction that is located within the project ROW (see Appendix D, Exhibit 2a and 2b), as well as the entire construction laydown area. Impacts to wetlands will be in accordance with the Section 10/404 Individual Permit, and the</p>

Comment Number	Commentor Name	Date Received	Source	Comment Topic	Response
				<p>“5.06 acres of wetland impacts would occur in the construction laydown area.”</p> <p>Comment: Construction and cumulative impacts; direct and indirect affects, need to be defined including the removal of vegetation, grading or blading activities, along with changes in drainage patterns or water catchment levels. Examine potential impact that an additional rail line may bring to water runoff possibly introducing added pollutants into existing waterways. The EA identifies 41 percent of the total CIA land use assessment as Industrial-Marsh Land but only a fraction of the area was determined to be within the area of direct impact. Please provide supporting information about how the indirect and direct impacts were determined in the discussion. Section 4.12.6 Water and Biological Resources. Several “permanent stream impacts” are discussed as occurring from bridge construction. Detail is given to enumerate the building process but the description of mitigation efforts is sparse; basically, presenting a list of permits needed for construction. What are the permanent impacts and how will the circumstances surrounding their continued affects be mitigated?</p>	<p>appropriate type of mitigation will be coordinated with the USACE as part of the application process.</p> <p>Removal of vegetation, including the loss of vegetation from grading and blading activities, is included in Table 27. Section 4.12.3 indicates, “Construction activities would remove or disturb vegetative communities in the study area...” A summary of encroachment-alteration effects is included in Table 36.</p> <p>Studies to evaluate changes in drainage patterns or water catchment levels and floodplain elevations are ongoing and will be completed as part of the final design.</p> <p>Section 4.6.4, and 4.12.3 address the potential of introducing added pollutants into waterways. The Build Alternative would follow guidelines outlined in federal and state required plans including the preparation and implementation of a Spill Prevention Control and Countermeasures (SPCC) Plan and a SWPPP.</p> <p>Section 4.1 addresses land use impacts (depicted in Appendix D, Exhibit 3). The CIA study area includes 700 feet on either side of the proposed project; however, land use impacts are limited to the areas of proposed right-of-way and temporary construction easement. Induced growth is not anticipated and adjacent lands would continue to develop as planned.</p> <p>Sections 4.7.3, 4.7.9, and 4.12.3, and 4.12.6 address permanent stream impacts and mitigation.</p>
				<p>VEGETATION, WILDLIFE HABITAT AND INVASIVE SPECIES Estimates of vegetation within the marshlands identified 27.50 acres as already impacted by invasive species; specifically, Chinese tallow forests, woodlands or shrub lands; 23.58 acres as Chenier plain-with mixed live oaks and 0.82 acres as Riparian lands. Only the last two will be directly affected by the Build Alternative according to the EA.</p> <p>Comment: Section 4.7.1 states that a Tier 1 site assessment found that a Section 404 Individual Permit would be required to</p>	<p>Section 4.7.1 indicates that coordination with TPWD would be required due to the Build Alternative exceeding the trigger threshold value in the MOU between TxDOT and TPWD for both Coastal Mixed Woodlands and Riparian. Any mitigation relating to vegetation and native species would be done in accordance with TxDOT policies and the conditions of the MOU.</p>

Comment Number	Commentor Name	Date Received	Source	Comment Topic	Response
				<p>address impacts from dredging and/or infilling within the wetland. The total area of the Coastal mixed woodlands and the Riparian areas are potentially affected. Mitigation is referred to as using native species for landscaping and seed mixing where applicable, but no discussion of either species or locations for targeted landscaping are offered. Subsequent discussion in Section 4.12.7 is also vague citing “regionally native and non-invasive plants would be used to the extent practicable in landscaping and re-vegetation.” Coordination with city and local horticultural groups to determine appropriate non-invasive species will essential.</p>	
				<p>TABLE 36. SUMMARY OF ENCROACHMENT-ALTERATION EFFECTS. Several assertions about minimal or insubstantial affects require further explanation and documentation given statements made in the body of the EA. Supporting documentation is needed: for example,</p> <p>Surface Water/ Wetlands: “Construction of the project within the study area would occur within the existing infrastructure and would not affect the existing hydrology” What about surface runoff which could be compounded by the enhanced infrastructure? More than clearing of vegetation from construction it seems that the larger perimeter of the wetlands will have long term impacts from the railway. What is the supporting documentation for the statement that encroachment-related indirect impacts to surface water are minimal?</p> <p>Threatened and Endangered Species: The habitat for a number of T&E species may be affected by encroachment; specifically, “east of the Neches River within the existing right-of-way, proposed right-of-way, and proposed laydown area.” However, these impacts are determined to be less than substantial. How was this conclusion determined? What remediation actions are proposed to take place</p>	<p>Section 4.2 of the Wetland Technical Report noted that hydrology through the project study area has been altered through the years by the construction of roads, rail, canals, and dredge placement areas. The placement of the second track in close proximity to the current facility limits the physical area of potential encroachment alteration effects.</p> <p>Regarding habitat for T&E species, as stated in Table 36, the reason that the encroachments would not be considered substantial was because of the relatively small amount of habitat impacted in relation to the surrounding area.</p>



B. Public Hearing Officer Certification



Public Hearing Certification

Project Name: Neches River Bridge Study

County Name Jefferson and Orange counties

Control Section Job Numbers (CSJ): 7220-01-001

Project Limits:

From: 170 feet east of Archie Street and KCS railway line in the City of Beaumont, Jefferson County

To: Old US-90 alignment just west of Rose City in Orange County

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on August 25, 2016 at Beaumont Civic Center in Beaumont, Texas
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

Signed:

TxDOT Public Hearing Officer/Title

Date:

2 SEP 2016

Print Name:

DANIEL HARMON, INTERIM DIRECTOR PRD



C. Notices

- C.1 – Newspaper Notices
- C.2 – Mailed Notices
- C.3 – TxDOT Website Notices

Note: The public hearing was originally scheduled for July 28, 2016. On July 27, 2016, TxDOT determined it was necessary to postpone the public hearing. The public hearing was subsequently rescheduled and held on August 25, 2016.



C.1 – Newspaper Notices

- **Beaumont Enterprise Legal Notices:**
 - Tuesday, June 28, 2016
 - Thursday, July 7, 2016
 - Saturday, July 16, 2016
 - Friday, August 5, 2016
 - Wednesday, August 17, 2016

- **El Perico Spanish Newspaper Legal Notices:**
 - Sunday, July 3, 2016
 - Sunday, July 24, 2015
 - Sunday, August 7, 2016
 - Sunday, August 21, 2016

- **Beaumont Enterprise Display Ads:**
 - Sunday, July 3, 2016
 - Sunday, July 17, 2016
 - Sunday, August 7, 2016
 - Sunday, August 21, 2016

- **El Perico Spanish Newspaper Display Ads:**
 - Sunday, July 3, 2016
 - Sunday, July 24, 2016
 - Sunday, August 7, 2016
 - Sunday, August 21, 2016

Publishers Affidavit

Acct #056784103 Job =200131502 Tear Sheet Attached
Name MICHAEL BAKER INTERNATIONAL 3918619

STATE OF TEXAS
COUNTY OF JEFFERSON

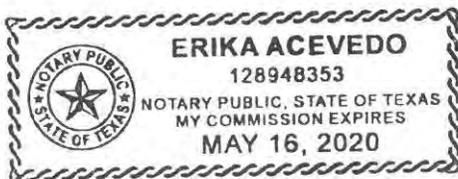
BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Victoria Bond
WHO BEING BY ME DULY SWORN, DEPOSES AND SAYS THAT HE/SHE IS A NEWSPAPER REPRESENTATIVE
FOR THE BEAUMONT ENTERPRISE; THAT SAID NEWSPAPER REGULARLY PUBLISHED IN JEFFERSON COUNTY
CIRCULATED IN JEFFERSON, HARDIN, TYLER, NEWTON, ORANGE, JASPER, LIBERTY, SABINE, CHAMBERS,
SAN AUGUSTINE, ANGELINA AND GALVESTON COUNTY(COUNTIES), TEXAS; THAT THE ATTACHED NOTICE
IN SAID NEWSPAPER ON THE FOLLOWING DATE(S), TO WIT:

06-28-16 07-07-16 07-16-16

Victoria Bond
NEWSPAPER REPRESENTATIVE

SWORN AND SUBSCRIBED TO BEFORE ME, THIS 18TH DAY OF JULY 2016,

TO CERTIFY WHICH WITNESS MY HAND AND SEAL OF OFFICE.



Erika Acevedo
NOTARY PUBLIC IN AND FOR
THE STATE OF TEXAS
ERIKA ACEVEDO
PRINT OR TYPE NAME OF NOTARY PUBLIC
MY COMMISSION EXPIRES MAY 16, 2020

SOUTHEAST TEXAS CLASSIFIEDS

CALL (409) 838-2888 to advertise EMAIL Classifieds@BeaumontEnterprise.com

Beaumont

New Listing! 3 BR/2 Bath close to Beaumont and Houston. Large master suite, split floor plan with open kitchen and dining. Owner Financing Available. Call Gary 409-289-8248

Nederland

For Sale by Owner 3/1/1 den Fenced yard & storage bldg. \$95,000. 409-727-1403 or 713-781-8691

Beach, Lake Property

Properties For Sale!

Crystal Beach Pearl Subdivision. 981 & 983 Clara. Sold together or separate. **DIRECT BEACH ACCESS!**

\$20,000 each or \$35,000 for both.

Call Tom at: 713-875-8978. Realtor

Repo, must sell! Beautiful Property 50x100. Lake Livingston. Suitable for cabin, mobile homes or RVs etc. Owner Financing Available \$990 Down \$128.47 Month. 936-377-3235

Toledo Bend 2009 3/2 home den, carpet, storage bldg, shop. 409-625-4543

Apts Unfurnished

Accepting Applications Senior Citizens 62 & up or handicapped. Now available Low income, Efficiency, 1 & 2 Bedroom Apartments. Apply at 3030 French Rd. Call: (409) 892-0196 Rainette Tower Apts Equal Housing Opportunity

CURRENTLY ACCEPTING APPLICATIONS SENIOR CITIZENS 62 OR OLDER

Section 8 Efficiency Apartments. Rent Includes Utilities. Apply, 930 Calder or call (409) 833-9660 Handicap Accessibility SENIOR CITIZENS Y HOUSE Equal Housing Opportunity

Near Lamar, Hacienda Apt. 1 bedroom start \$500. 2 bedroom start \$600. 409-832-0034.

Condos/Townhouses

West End of Beaumont 2BR/1.5 Ba. \$400 dep. \$900 mo. Also 2BR/1.5Ba, \$625 mo., \$400 dep. 1 Story washer/dryer included covered parking. Nice Quiet Area. Cathy 409-284-5884

Good Things To Eat

Decker sweet corn, now taking orders for incredible sweet corn. 337-462-8133, \$20 a bushel, DeRidder, La.

DOHERTY'S TOMATO PATCH and MORE! From DeRidder, La. Home grown Tomatoes, Georgia Peaches, etc.

Mon-Sat 9am -3pm or Sell out. Produce Stand located at 5945 College St. Beaumont 337-462-2855

Portable Buildings

Wood Storage Building 10x16 \$1850 & 12x24 \$2450 (713)543-6663

Pets

1 yr old neutered dog, pretty markings, shots, fenced yard, good watch dog. 651-2784

Livestock

POND STOCKING CRAPPIE, BLUEGILL, BASS & CATFISH. FREE Delivery! Discount prices!! www.parkersfishfarm.com 1-800-362-3390

Recreational Vehicles

JAYCO Jay Feather 16ft Travel Trailer 2009 Model EXCEL. VNT condition. \$9000. For more information please call: 409-626-1662

Chevrolet

2013 Chevy Malibu LT1 loaded, 1 owner, garaged kept, 32k mi. MSRP \$26,400, asking \$15,500. 409-727-3684

Want To Buy

CASH PAID for Junk Cars and Pick-Ups. Working. 409-540-3344

Clean Motorhomes or Travel Trailer Prefer Class C 409-781-1630

Top Dollar Paid for junked & wrecked cars & trucks. (409) 866 6835*

SERVICE DIRECTORY (409) 838-2888

Construction

Steel culverts, 7ft, 8ft, 9ft & 10ft. Variable lengths. Also 30in x 14ft plastic culverts. Delivery available 713-322-8778

General Contractors

Complete home remodeling & interior/exterior painting, carpentry, drywall & tile. 409-433-3663, 409-960-4027

Landscaping

MOBILE MOWER REPAIR Specialized riding mowers & tillers. Why Wait 3-4 weeks? "We go to U!" (409) 540-1785

Painting/Paperhanging

Kits, Paint & Remodeling, paint interior/exterior, drywall tape & float, texture. Free est. Call 409-719-6164.

Legal Notices

Legal Notice - after many years of keeping records without destroying anything:

Notice is hereby given that Port Neches-Groves ISD will destroy Special Education records after July 1, 2016 for all former students with birth years prior to 1987 and including the year 1987. Any person desiring to collect his/her Port Neches-Groves ISD Special Education records for personal storage may make arrangements to do so by contacting the Special Education secretary at (409) 862-9500 ext. 5528. Proof of identification will be required before records will be released.

Legal Reference: Individuals with Disabilities Education Act 2004 34CFR300.624

Notice Draft Environmental Assessment Available for Public Review and Public Hearing

NECHES RIVER BRIDGE STUDY

From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of Beaumont to Old US-90 West of Rose City.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 895-5745 and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beamontnecchs-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public ca-

Legal Notices

CS.J. 7220-01-001 Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capability to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a co-operating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2407 and §2408 and Code of Federal Regulations, Title 23, Chapter 1, Subchapter H, §171.111 and Title 40, Chapter V §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday July 20, 2016 at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 8:30 PM. The purpose of the hearing is to receive the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 20 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLCO of the crossing of the Neches River.

Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park Section 4(f) and Section 6(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Park Department. Section 6(f) would apply to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 895-5745 and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beamontnecchs-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public ca-

Legal Notices

able effort will be made to accommodate these needs. If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Manager, at gil.wilson@txdot.gov.

NOTICE OF PUBLIC SALE

Notice of public sale of property to satisfy landlord's lien. Sale will be on July 13, 2016. Sale will be at and 2pm at 650 Interstate 10 S., Beaumont, TX 77707. Property will be sold to the highest bidder for CASH. Cleanup and removal deposit may be required. Seller reserves the right to withdraw from sale. Property includes contents of spaces of the following tenants:

1st choice storage 660 IH-10 SOUTH BEAUMONT, TEXAS 77707 (409) 840-4880

Jasmine Simon Sofa, TV, table, totes and household items.

PUBLIC NOTICE

In accordance with the Oil Pollution Act of 1990 (30USC 274(c)), the Jefferson Energy Terminal, Dock 1, owned and/or operated by Jefferson Railroad Terminal II LLC, has been named as the source of a discharge of oil into the Neches River on or about May

Legal Notices

28, 2016. This discharge impacted the Neches River, and as the Owner and/or Operator of the facility, Jefferson Railroad Terminal II LLC is accepting claims for certain uncompensated damages and removal costs.

Removal costs and damages which may be compensated include removal costs performed in accordance with the National Contingency Plan; damage to natural resources; damage to or loss of real or personal property; loss of subsistence use of natural resources; loss of government revenues; loss of profits and earnings capacity; and increased cost of public services.

Claims should be in writing, signed by the claimant, for a specified amount; and should include all evidence to support damages. Claims presented may include claims for property short-term damages representing less than the full amount to which the claimant ultimately may be entitled. It should be noted that payment of such a claim shall not preclude recovery for damages not reflected in the paid or settled partial claims. Claims should be mailed to the following address:

Jefferson Railroad Terminal II LLC

Legal Notices

Attn: Claims

9595 Six Pines Drive, Suite 6370 The Woodlands, TX 77380

Office hours are from 9:00 AM to 5:00 PM CST, Monday through Friday, except holidays. Claimants may call 409-806-7012 for information. Any claims which are denied or which are not resolved within 90 days after the date of submission to our claims representative may be submitted to:

DIRECTOR

National Pollution Funds Center (Ca), US Coast Guard Stop 1655 at 2703 Martin Luther King Jr Ave SE Washington, DC 20593-7605

PUBLIC NOTICE

Spindletop Center is seeking proposals for Specific and Aggregate Stop Loss for their self funded employee benefit plan.

Request for Proposals can be obtained by contacting the TML Multistate Intergovernmental Employee Benefits Pool via email at stephanie.chata@tmmultistate.org or by calling 512-719-6754.

Proposals must be received by July 12, 2016 by 10:00 a.m. CDT.



TO PLACE YOUR FREE CLASSIFIED AD GO TO www.SoutheastTexas.com/classifieds

TO PLACE AN EMPLOYMENT AD CALL

Robert at (409) 838-2879 or

Email RHollier@BeaumontEnterprise.com

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NEW WAVE WELDING

*Delivery Driver Class A CDL Must have TWIC card, ISTC Badge & Hazmat Please call 409-721-9199

General

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kw

Keller Williams SETX, the world's #1 real estate company wants to help you become your own boss. Call Mike Deluna today to learn how. 409.860.3170 or email your resume to mdeluna@kw.com

General

CERTIFIED PEACE OFFICERS (Full-Time)

The Corrigan Police Dept. in Corrigan, TX has openings for Full-Time Certified Peace Officers.

Contact the Corrigan PD at (936) 398-2851 or Corrigan City Hall at (936) 398-4128.

Health Care

NURSES NEEDED

LVN and RN positions available-Full and Part Time. Mon-Fri, 5:30am - 11am. Fax resume to 409-982-6012 Port Arthur area.

BUY IT! SELL IT! FIND IT! IT'S IN THE CLASSIFIEDS TO PLACE YOUR AD CALL 838-2888

Health Care

The Arboretum of Winnie

Due to our continued success, we are now taking applications for

LVN

full-time/part-time, day/night shift positions. We offer competitive pay. Come join our TEAM!

Fax resume to: 409-296-8212 or apply in person at: 1215 Hwy 124, Winnie, TX. Call 409-296-8200

Office, Clerical

OFFICE SECRETARY Must know QuickBooks, Word & Excel. Multitasking General Office Duties. Full-time 40hrs Per Week. Send Resume to: Office Secretary at 2490 South 11th St. Beaumont, TX 77701

TO SUBSCRIBE TO THE BEAUMONT ENTERPRISE CLASSIFIEDS CALL

NEED EXTRA CASH?

The Beaumont Enterprise NEEDS CARRIERS!

• Can you work a few hours each day?
• Do you have reliable transportation?

Publishers Affidavit

Acct #056784103 Job =200294202 Tear Sheet Attached
Name MICHAEL BAKER INTERNATIONAL 3918619

STATE OF TEXAS
COUNTY OF JEFFERSON

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED Victoria Bond
WHO BEING BY ME DULY SWORN, DEPOSES AND SAYS THAT HE/SHE IS A NEWSPAPER REPRESENTATIVE
FOR THE BEAUMONT ENTERPRISE; THAT SAID NEWSPAPER REGULARLY PUBLISHED IN JEFFERSON COUNTY
CIRCULATED IN JEFFERSON, HARDIN, TYLER, NEWTON, ORANGE, JASPER, LIBERTY, SABINE, CHAMBERS,
SAN AUGUSTINE, ANGELINA AND GALVESTON COUNTY(COUNTIES), TEXAS; THAT THE ATTACHED NOTICE
IN SAID NEWSPAPER ON THE FOLLOWING DATE(S), TO WIT:

08-05-16 08-17-16

Victoria Bond
NEWSPAPER REPRESENTATIVE

SWORN AND SUBSCRIBED TO BEFORE ME, THIS 18TH DAY OF AUGUST 2016,
TO CERTIFY WHICH WITNESS MY HAND AND SEAL OF OFFICE.



Veronica M Tyrone
NOTARY PUBLIC IN AND FOR
THE STATE OF TEXAS
Veronica M Tyrone
PRINT OR TYPE NAME OF NOTARY PUBLIC
MY COMMISSION EXPIRES 02-10-2020



CLASSIFIEDS

CALL (409) 838-2888 to advertise EMAIL Classifieds@BeaumontEnterprise.com

Personals

Christian couple needed to transfer handicapped lady to Westend Baptist Church on Phelan Blvd. on the last Sunday of each month. Use your car, not a truck or van. Will pay. Call 409-866-9992.

Homes For Sale

For Sale by Owner - 3401 6th Street, Port Arthur. This is an older home that was completely renovated in 2008 - with new wiring, new plumbing, new A/C, insulation, sheetrock, new windows, new roof, new stucco exterior, and new kitchen cabinets, granite counter tops, new appliances and a backup generator to operate the whole house if power goes out. Has approx. 1,950 heated square feet, with 3 bedrooms, 3 baths, large game room, wood floors in living room and dining room, tile floors in kitchen and bathroom, carpet in the bedrooms. There is an old garage with a garage apartment above it in the back. Owner asking \$159,900 and will finance with \$8,000 down. Call Bill at: 877-488-5060 ext 323

Beach, Lake Property

Repo. must-sell Beautiful Property 50x100'. Lake Livingston. Suitable for cabin, mobile homes or RVs etc. Owner Financing Available \$990 Down \$128.47 Month. 936-377-3235

Apts Unfurnished

Accepting Applications Senior Citizens 62 & up or handicapped. Now available Low Income, Efficiency, 1 & 2 Bedroom Apartments. Apply at 3030 French Rd. Call: (409) 892-0196 Raintree Tower Apts Equal Housing Opportunity

TO SUBSCRIBE TO THE BEAUMONT ENTERPRISE CLASSIFIEDS CALL 409-838-2888

FOR JOBS! CALL ROBERT 409-838-2879

Apts Unfurnished

CURRENTLY ACCEPTING APPLICATIONS SENIOR CITIZENS 62 OR OLDER Section 8 Efficiency Apartments. Rent Includes Utilities. Apply: 930 Calder or call (409)833-9660 Handicap Accessibility SENIOR CITIZENS Y HOUSE Equal Housing Opportunity

Near Lamar, Hacienda Apt. 1 bedroom start \$500, 2 bedroom start \$600, 409-832-0034.

Plymouth Village Apartments 5080 Helbig Rd. Accepting applications for 2, 3 & 4 bedroom apts. Mon - Fri 9am - 2:30pm 409-992-2532 Equal Housing Opportunity Agency

Condos/Townhouses

West End of Beaumont 2Br/1.5 Ba, \$400 dep, \$900 mo. Also 2Br/1Ba, \$825 mo., \$400 dep. 1 Story, washer/dryer included, covered parking, Nice Quiet Area. Cathy 409-284-5884

Homes Unfurnished

9695 Brown, \$900 mo/\$400 dep, nice, 3/1, near West Brook, 3925 Hartel, 3/1, \$600 mo + \$300 dep. Near Lamar. No Pets 409-842-1142.

Auctions

Public Auction Sat. August 6, 9:00 AM @ Horn Auction Co, Hwy 90 Nome, Tx. Selling surplus for Jefferson County, DD #6 Bridge City ISD, LNVA, Bank Repo's & others. School Buses, welding machines, tractors, trailers, vehicles, construction & ranch equipment, implements, office furniture & other items. Log on to www.hornauction.com or ph. 409-253-2323. 10% BP on \$100.00 or less. SHorn #6613

Portable Buildings

Wood Storage Building 10x16 \$1850 & 12X24 \$2450. (713)545-6665

Pets

CHIHUAHUA PUPPIES Purebred. For Sale \$200 each Call 409-365-9998

Livestock

POND STOCKING CRAPPIE, BLUEGILL, BASS & CATFISH. FREE Delivery!! Discount prices!! www.parkerafinfarm.com 1-800-362-3390

Recreational Vehicles

WANTED to purchase clean motor home or travel trailer, 409-781-1630.

Recreational Vehicles

LUXURY LIVING "14 Monte Carlo Platinum 42' 2/2" 2 Acs, w/o, fully loaded LIKE NEW MUST SEE! \$40,000 OBO. 281-330-0054

Pickups

2002 FORD KING RANCH Low Mileage, Great Truck Loaded. Well maintained. 409-658-3957 before 8:30 pm

Want To Buy

CASH PAID for Junk Cars and Pick-Ups. Free Towing: 409-540-3344 **Top Dollar Paid for Junked or wrecked cars & trucks. ★(409) 866 6335★**

Legal Notices

Revised Notice Draft Environmental Assessment Available for Public Review and Public Hearing

NECHES RIVER BRIDGE STUDY From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of Beaumont to Old US-90 West of Rose City

CSJ: 7220-01-001 Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2-107 and §2-108 and Code of Federal Regulations, Title 23, Chapter 1, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, August 25, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of this hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by

Legal Notices

KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains, however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to prop-



Carpet Cleaning

JL Maintenance, Carpet Cleaning, Pressure Washing, Tile & sofa cleaning 336-4313

Construction

Rayl Brothers Commercial & Residential. Sheet rock, tile, cabinets, flooring, trim & more! Call 409-291-8035

House Leveling

Tex-Mex House Leveling & Roofing, Remodeling, Free est. Ins., BBB, 409-779-9165

Landscaping

MOBILE MOWER REPAIR Specialized riding mowers & tillers. Why Wait 2-3 weeks? "We go to U" (409)546-1785

Roofing

Advantage Roofing Leak Repairs, Replacement Windstorm certified. Any job large or small, Any type or style Welcome. 409-338-4255

Legal Notices

eries protected under Section 105 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park, Section 4(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 5(f) of the Land and Water Conservation Fund Act also applies to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708. (409) 899-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/ncsb/ncsbmonrtneches.pdf> The information also will be available for inspection at the hearing. Ver-



Beaumont

905 North 23rd St. Beaumont Sat. Aug. 6th 7am-12 noon. Tools, appliances, electronics.

11310 Carpenter Rd, off Tram & Broussard, Fri 8-2, Sat 8-2 Mens & Womens clothing boots, shoes, purses. Handmade quilts & pillows. Various other items.

BIG GARAGE SALE 9535 Josey St. BMT Sat. Aug. 6th. 7am-1pm Furniture, Kids Items & More!

ESTATE SALE Fri-Sun 9am-3pm. 8536 Lexington, BMT. See: sisterebam.com

GARAGE SALE - Sat., Aug. 6 7am-1pm. 3880 Brandon. Lots of goodies!!

GARAGE SALE; 5290 Nelkin Ln. Sat., Aug. 6, 7am until Lots of plus sizes & misc items.

Huge Garage Sale 2460 Pecos, Sat. Aug 6th, 8-1, Everything Must Go!

Huge Garage Sale!! 177 Roaine Sat/Sun, 7am-1pm DJ equip, brand purras bikes 1,400 gal. aquarium 24 large R/C helicopters

Legal Notices

bal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Director, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 899-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Director, at gil.wilson@txdot.gov.

Beaumont

*SISTERS ESTATE SALES 220 Langham, Beaumont * Thurs. & Fri. 9am-5pm * Sat. 9am-2pm Filled with Vintage Decor, unique furniture, full kitchen, king bedroom, 2 double bedrooms, garage, patio furniture, washer/dryer, Linens, crystal. Visit us on Facebook & southeasttexas.com

Port Neches

Multi Family Garage Sale FREEDOM CHRISTIAN FELLOWSHIP CHURCH Aug. 6, 7am - 12 1413 Port Neches Avenue, Port Neches, TX 77651 Honduras Mission Trip Fundraiser Clothes, shoes, household items and much more!! No Early Birds!

Winnie

* HUGE GARAGE SALE * Friday & Saturday 711 CAROLYN, WINNIE *Aug. 5th 7am-6pm *Aug. 6th 7am-2pm Entire contents of old family home. EVERYTHING GOES! Appliances, Furniture, Kitchen Contents, Linens, Beds, Reclining Loveseats, Sofa Bed, Toys, Tools, Butterfly Collection, Vintage Texas & M. M. Collection & MUCH MUCH MORE!

Apts Unfurnished

CURRENTLY ACCEPTING APPLICATIONS SENIOR CITIZENS 62 OR OLDER
 Section 8 Efficiency Apartments
 Rent includes Utilities. Apply: 930 Calder or call (409)833-9660
Handicap Accessibility SENIOR CITIZENS Y HOUSE
 Equal Housing Opportunity

Near Lamar, Hacienda Apt. 1 bedroom start \$500, 2 bedroom start \$600, 409-832-0034.

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 6080 Helbig Rd
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 409-992-2532
 Equal Housing Opportunity Agency

Condos/Townhouses

West End of Beaumont 2BR/1.5 Ba. \$400 dep. \$900 mo. Also 2BR/1Ba. \$825 mo., \$400 dep. 1 Story, washer/dryer included, covered parking. Nice Quiet Area
 Cathy 409-284-5884

Miscellaneous

White Electric Slide in Stove with Coil Burners and Oven \$150 (General Electric) - Call 888-2350

Portable Buildings

Wood Storage Building 10x16 \$1850 & 12X24 \$2450. (713)545-6665

Livestock

POND STOCKING
 CRAPPIE, BLUEGILL, BASS & CATFISH. FREE Delivery!! Discount prices!!!
 www.parkerafishfarm.com
1-800-362-3390

Want To Buy

CASH PAID
 for Junk Cars and Pick-Ups. Free Towing: 409-540-3344

Top Dollar Paid for Junked or wrecked cars & trucks. 409-888-6833

GARAGE SALES

Beaumont

Salon Going out of Business Sale 416 North 14th St. 5BMT *Sat. Aug 20th 7am-1pm* 1 Hydraulic Chair, Chairs, Hair Dryer, Nail Polish, Autoclave, Shellac & Much More!

SERVICE DIRECTORY

Carpet Cleaning

JL Maintenance, Carpet Cleaning, Pressure Washing, Tile & sofa cleaning 338-4313

Concrete Work

Concrete Construction Driveways, patios, foundations, sidewalks Bonded & Insured - Local. Call 409-658-2802

Landscaping

MOBILE MOWER REPAIR
 Specialized riding mowers & tillers. Why Wait 2-3 weeks? "We go to U" (409)540-1785

Roofing

Advantage Roofing Leak Repairs, Replacement. Windstorm certified. Any job large or small. Any type or style Welcome. 409-338-4255

Tree Service

GOODWINS TREE SERVICE
 Trim & Removals 409-350-9918

Legal Notices

BEAUMONT ISD PUBLIC HEARING

Notice is hereby given that, on August 23, 2016, the BIRD Board of Managers will conduct a public hearing at 5:15

Legal Notices

p.m. in the Board Room of the Beaumont ISD to discuss possible Board action on the following item:

1. Creation of ExxonMobil Oil Corporation Reinvestment Zone Number 1 pursuant to Texas Tax Code §312.0025
2. Creation of ExxonMobil Oil Corporation Reinvestment Zone Number 2 pursuant to Texas Tax Code §312.0025
3. Public Hearing on the Application of ExxonMobil Oil Corporation, LLC, Comptroller Application No. 1118 for an Appraised Value Limitation
4. Public Hearing on the Application of ExxonMobil Oil Corporation, Comptroller Application No. 1119, for an Appraised Value Limitation

Citizens may sign up to speak at the public hearings

HOUSING AUTHORITY OF THE CITY OF PORT ARTHUR NOTICE OF REQUEST FOR PROPOSALS
 RFP No. 16013

General Legal Services

AGENCY CONTACT PERSON:
 Alyce Williams
 Telephone: 409-984-2680
 E-mail: alyce.williams@pahousing.org
 TDD: 800-735-2989
 (800-RELAY TX)

HOW TO OBTAIN THE RFP DOCUMENTS FROM THE INTERNET SITE:

1. Access: <http://economicsengine.com> (no "www")
2. Click on the "Login" button in the upper left side.
3. Follow the listed directions. If you have any problems in accessing or registering on the system, please call customer support at 888-526-9266.

PROPOSAL SUBMITTAL RETURN:
 Agency Administrative Office
 920 DeQueen Blvd.
 Port Arthur, TX 77640

PROPOSAL SUBMITTAL DEADLINE:
 Wednesday, August 24, 2016, 3:00 pm CT

All qualified businesses, including minority- and/or women-owned businesses are encouraged to respond.

LEGAL NOTICE
 Advertisement for Invitation for Bids

August 16, 2016

Notice is hereby given that sealed bids will be accepted by the Jefferson County Purchasing Department for IFB 16-023/YS. Hericidides for Jack Brooks Regional Airport. Specifications for this project may be obtained from the Jefferson County website at <http://www.co.jefferson.tx.us/purchasing/main.htm> or by calling 409-835-8593.

Bids are to be sealed and addressed to the Purchasing Agent with the bid number and name marked on the outside of the envelope. Bidders shall forward an original and two (2) copies of their bid to the address shown below. Jefferson County does not accept bids submitted electronically. Late bids will be rejected as non-responsive. Bids will be publicly opened and read aloud in the Jefferson County Commissioners' Courtroom at the time and date below. Bidders are invited to attend the sealed bid opening.

BID NAME: Contract for Hericidides for Jack Brooks Regional Airport
BID NO: IFB 16-023/YS
DATE/TIME: 11:00 am CDT, Tuesday, September 13, 2016
MAIL OR DELIVER TO: Jefferson County Purchasing Department 1145 Pearl Street, 1st Floor Beaumont, Texas 77701

Any questions relating to these requirements should be directed to Yea-Mei Sauer Contract Specialist, at 409-835-8593 or ysauer@co.jefferson.tx.us.

Jefferson County encourages

Legal Notices

Disadvantaged Business Enterprises to participate in the bidding process. Jefferson County does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provisions of services. Individuals requiring special accommodations are requested to contact our office at 409-835-8593 to make arrangements no later than seven (7) calendar days prior to the submitted deadline. Jefferson County reserves the right to accept or reject any or all proposals, to waive technicalities and to take whatever action is in the best interest of Jefferson County.

All interested firms are invited to submit a bid in accordance with the terms and conditions stated in this bid.

Respondents are strongly encouraged to carefully read the entire invitation.

Dorah L Clark, Purchasing Agent
 Jefferson County, Texas

NOTICE OF AUCTION Surplus Property

An auction of Jefferson County surplus equipment will be held at Horn Auctions, Inc., 1299 U.S. Highway 90 Nemo, Texas on Saturday, September 3, 2016 at 8:30 a.m. For further information please contact the Purchasing Department at (409) 835-8593.

Revised Notice
 Draft Environmental Assessment Available for Public Review and Public Hearing

NECHES RIVER BRIDGE STUDY
 From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of Beaumont to Old US-99 West of Rose City

CSJ: 7220-01-001
 Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-99 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter 1, Subchapter H, §771.111 and Title 40, Chapter V, §1506. This notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, August 25, 2016 at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing lift bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-99 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 80 to 225 feet. Approx-

Legal Notices

imately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 28

of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) of the Land and Water Conservation Fund Act also applies to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708. (409) 868-5745, and online at: <http://www.tdot.gov/inside/tdot/projects/design/mori/nehces-bri-041616> and the information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project

Legal Notices

are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Director, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@tdot.gov. Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 868-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Director, at gil.wilson@tdot.gov.

Legal Notices

SOUTHEAST TEXAS.com

JOBS

TO PLACE YOUR FREE CLASSIFIED AD GO TO www.SoutheastTexas.com/classifieds

TO PLACE AN EMPLOYMENT AD CALL **Robert at (409) 838-2879** or Email RHollier@BeaumontEnterprise.com

General

BE YOUR OWN BOSS!

KW

Keller Williams SETX, the world's #1 real estate company wants to help you become your own boss.

Call Mike Deluna today to learn how. 409.860.3170 or email your resume to: mideluna@kw.com

General

DATA COORDINATOR

Spindletop Center is seeking a detail oriented Data Coordinator with analytical skills to join our team. Necessary skills include the ability to analyze systems and procedures, to write and revise standards and procedures, and to communicate effectively. Responsibilities include downloading reports, posting errors to a database, correcting errors in multiple systems, and coordinating with clinics to ensure data is corrected in a timely manner. Clinical knowledge helpful. Experience with Excel and Access a plus. High school diploma or GED required.

Benefits include medical/dental insurance, retirement, paid holidays and vacation, and many more. Qualified applicants can apply at www.stmfr.org

FIND YOUR FUTURE IN THE BEAUMONT ENTERPRISE JOBS! CALL ROBERT 409-838-2879

SALES

NOW HIRING!

Kiosk CONTRACTED SALES REPRESENTATIVES to work in the Beaumont, Texas area.

We professionally promote the local newspaper at local grocery stores, retail stores, malls, events & festivals. BCI is a national sales & marketing company expanding to the Beaumont area.

We offer stable year - round employment with flexible schedules, and complete training.

Applicants must be people oriented, professional, organized, and must have reliable Transportation. Career oriented contractors can earn \$50k+ annually, working part-time. Applicants should email a resume or call for immediate opportunity.

Operation New Start Beaumont, Texas **No Degree Required Sales Experience a Plus**

Operation New Start 832-490-8700

NEED EXTRA CASH?

Time Warner Cable

Golden Triangle/Winnia

Time Warner Cable's agreements with programmers to carry their services routinely expire from time to time. We are usually able to obtain renewals or extensions of such agreements, and carriage of programming services is discontinued only in rare circumstances. The following agreements with

ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF Jefferson §

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

Caleb Avila, who being by me duly sworn, deposes

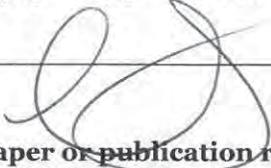
and says that (s)he is the owner

of the El Perico Spanish Newspaper; that said newspaper or publication is

generally circulated in Beaumont, Jefferson County, Texas;

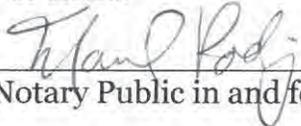
that the enclosed notice was published in said newspaper or publication on the following date(s):

July 3, 2016


(newspaper or publication representative's signature)

Subscribed and sworn to before me this the 10 day of July, 20 16,

to certify which witness my hand and seal of office.


Notary Public in and for the State of Texas

(Seal)



Manuel Rodriguez
Print or Type Name of Notary Public

4-17-2018
My Commission Expires

ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF Jefferson §

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

Caleb Avila, who being by me duly sworn, deposes

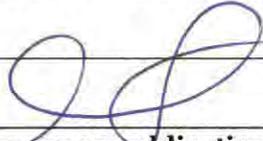
and says that (s)he is the owner

of the El Perico Spanish Newspaper; that said newspaper or publication is

generally circulated in Beaumont, Jefferson County, Texas;

that the enclosed notice was published in said newspaper or publication on the following date(s):

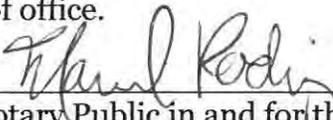
July 24, 2016



(newspaper or publication representative's signature)

Subscribed and sworn to before me this the 24 day of July, 2016,

to certify which witness my hand and seal of office.



Notary Public in and for the State of Texas

(Seal)



Manuel Rodriguez

Print or Type Name of Notary Public

4-17-2018

My Commission Expires

ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF Jefferson §

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

Caleb Avila, who being by me duly sworn, deposes

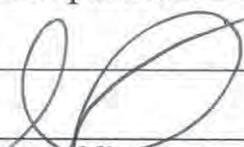
and says that (s)he is the owner

of the El Perico Spanish Newspaper; that said newspaper or publication is

generally circulated in Beaumont, Jefferson County, Texas;

that the enclosed notice was published in said newspaper or publication on the following date(s):

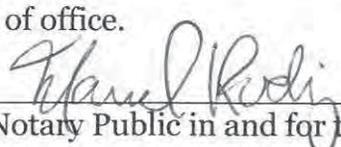
August 7, 2016



(newspaper or publication representative's signature)

Subscribed and sworn to before me this the 7 day of August, 2016,

to certify which witness my hand and seal of office.



Notary Public in and for the State of Texas

(Seal)



Manuel Rodriguez

Print or Type Name of Notary Public

4-17-2018

My Commission Expires

ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF Jefferson §

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

Caleb Avila, who being by me duly sworn, deposes

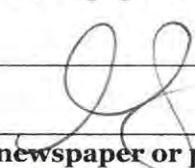
and says that (s)he is the owner

of the El Perico Spanish Newspaper; that said newspaper or publication is

generally circulated in Beaumont, Jefferson County, Texas;

that the enclosed notice was published in said newspaper or publication on the following date(s):

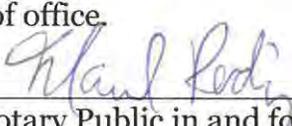
August 21, 2016



(newspaper or publication representative's signature)

Subscribed and sworn to before me this the 21 day of August, 20 16,

to certify which witness my hand and seal of office.



Notary Public in and for the State of Texas

(Seal)



Manuel Rodriguez

Print or Type Name of Notary Public

4-17-2018

My Commission Expires



Neches River Bridge Study Public Hearing

**Join the Texas Department of
Transportation (TxDOT) to discuss
proposed rail improvements for the
Neches River Bridge Study**



PUBLIC HEARING

**Thursday, July 28, 2016
5:30 PM Displays available for review
6:30 PM Formal hearing begins**

**Beaumont Civic Center
701 Main Street, Beaumont, TX 77701**

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.



Neches River Bridge Study Public Hearing

**Join the Texas Department of
Transportation (TxDOT) to discuss
proposed rail improvements for the
Neches River Bridge Study**



PUBLIC HEARING

**Thursday, August 25, 2016
5:30 PM Displays available for review
6:30 PM Formal hearing begins**

**Beaumont Civic Center
701 Main Street, Beaumont, TX 77701**

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

**Audiencia Pública Para el
Estudio De Puente Del Rio Neches**



**AUDIENCIA
PUBLICA**

**Jueves, 28 de Junio 2016
5:30 PM Exhibiciones
disponibles para revisoin
6:30 PM Audiencia formal
comienza**

**Beaumont Civic Center
701 Main Street
Beaumont, TX 77701**

**Únase con el Departamento de
Transporte de Texas (TxDOT) para
discutir mejoras ferroviarias propuestas
para el Estudio De Puente Del Rio
Neches.**



La audiencia se llevará a cabo en Inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades de comunicación o en alojamientos especiales, tales como la necesidad de un intérprete, se les anima a comunicarse con la Oficial de Información Pública de TxDOT, Sarah Dupre, (409) 898-5745. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para dar cabida a estas necesidades

**Audiencia Pública Para el
Estudio De Puente Del Rio Neches**



**AUDIENCIA
PUBLICA**

**25 de agosto de 2016
5:30 PM Exhibiciones
disponibles para revisión
6:30 PM Audiencia formal
comienza**

**Beaumont Civic Center
701 Main Street
Beaumont, TX 77701**

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C.2 – Mailed Notices

- June 24, 2016 – Letter to Port of Beaumont (Chapter 26)
- June 24, 2016 – Letter to City of Beaumont (Chapter 26)
- June 27, 2016 – Letters to Elected Officials
- June 27, 2016 – Letters to Property Owners and Stakeholders without email addresses
- June 28, 2016 – Email to Stakeholders
- June 30, 2016 – Emails to Department of Interior, National Marine Fisheries Service, Texas General Land Office and Texas Council on Environmental Quality
- August 3, 2016 – Email (Outlook Appointment) to Stakeholders
- August 5, 2016 – Letters to Elected Officials
- August 5, 2016 – Letters to Property Owners and Stakeholders without email addresses



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 24, 2016

Mr. Chris Fisher, Director and CEO
Port of Beaumont
P.O. Box 2297

Beaumont, Texas 77704
CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study:
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Mr. Fisher:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

Thursday, July 28, 2016
Displays available at 5:30 PM
Formal Hearing at 6:30 PM
Beaumont Civic Center
701 Main Street
Beaumont, Texas 77701

This notice also serves to inform you that the project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

TxDOT Beaumont District Office
8350 Eastex Freeway
Beaumont, Texas 77708
(409) 898-5745

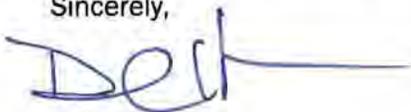
Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
Rail Division, TxDOT
125 E. 11th Street
Austin, Texas 78701-2483
email to: gil.wilson@txdot.gov

Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,



Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing

June 24, 2016

Mr. Chris Boone
Community Development Director
City of Beaumont
P.O. Box 3827
Beaumont, Texas 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Mr. Boone:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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TxDOT Beaumont District Office
8350 Eastex Freeway
Beaumont, Texas 77708
(409) 898-5745

Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

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Gil Wilson, Rail Programs Section Director
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125 E. 11th Street
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Sincerely,



Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing

Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing

NECHES RIVER BRIDGE STUDY

**From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of
Beaumont to Old US-90 West of Rose City**

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, July 28, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f)

of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Manager, at gil.wilson@txdot.gov.

Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing

NECHES RIVER BRIDGE STUDY

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CSJ: 7220-01-001

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If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Manager, at gil.wilson@txdot.gov.



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable John Cornyn
United States Senate
5300 Memorial Drive Suite 980
Houston, TX 77007

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Senator Cornyn:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

Thursday, July 28, 2016 - Displays available at 5:30 PM, formal hearing at 6:30 PM
Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745
Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beamont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
Washington, DC Office – Hart Senate Building

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Randy Weber
United State House of Representatives, District 14
505 Orleans Street, Suite 103
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Representative Weber:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
Washington DC Office – Cannon House Office Building

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Joe Deshotel
Texas House of Representatives, District 22
One Plaza Square, Suite 203
Port Arthur, TX 77642

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Representative Deshotel:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
State Capitol Address – PO Box 2910

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Brandon Creighton
Texas State Senate, District 4
350 Pine Street, Suite 1450
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Senator Creighton:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
State Capitol Address – PO Box 12068

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing

June 27, 2016

Chairman David Porter
Texas Railroad Commission
PO Box 12967
Austin, TX 78711-2967

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Chairman Porter:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Sincerely,



Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Eddie Arnold
Jefferson County Commissioner, Precinct 1
1149 Pearl St.
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Arnold:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745
Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Claude Guidroz
City of Beaumont Council Member, Ward 1
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Council Member Guidroz:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

**Thursday, July 28, 2016 - Displays available at 5:30 PM, formal hearing at 6:30 PM
Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701**

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

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Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing

June 27, 2016

The Honorable Audwin Samuel
City of Beaumont Council Member, Ward 3
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Council Member Samuel:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701**

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Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

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Sincerely,



Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Becky Ames
City of Beaumont Mayor
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Mayor Ames:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable David Dubose
Orange County Commissioner, Precinct 1
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Dubose:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701**

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
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Sincerely,


Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Barry Burton
Orange County Commissioner, Precinct 2
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Burton:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701**

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Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable John Banken
Orange County Commissioner, Precinct 3
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Banken:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

The Honorable Jody Crump
Orange County Commissioner, Precinct 4
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Crump:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows

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**TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745
Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>**

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**Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov**

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing

June 27, 2016

The Honorable Mike Getz
City of Beaumont Council Member, Ward 2
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Council Member Getz:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
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Sincerely,



Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing

June 27, 2016

The Honorable Stephen Carlton
Orange County Judge
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Judge Carlton:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows:

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email to gil.wilson@txdot.gov

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Sincerely,



Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing

Notice
Draft Environmental Assessment Available for Public Review
and
Public Hearing

NECHES RIVER BRIDGE STUDY

**From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of
Beaumont to Old US-90 West of Rose City**

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, July 28, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f)

of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Manager, at gil.wilson@txdot.gov.



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

June 27, 2016

RE: Neches River Bridge Study, Jefferson and Orange Counties, CSJ: 7220-01-001
Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

To Whom It May Concern

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held as follows::

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
Email to: gil.wilson@txdot.gov

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Notice Draft Environmental Assessment Available for Public Review and Public Hearing



Notice

Draft Environmental Assessment Available for Public Review and Public Hearing

NECHES RIVER BRIDGE STUDY

From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of Beaumont to Old US-90 West of Rose City

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, July 28, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

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Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Manager, at gil.wilson@txdot.gov.

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**Comunicado
Proyecto de Evaluación Ambiental a disposición del público
y
Audiencia pública**

ESTUDIO DE PUENTE DEL RIO NECHES

Desde el este de la calle Archie y las vías del tren del Kansas City Southern (KCS) en la Ciudad de Beaumont hasta Old US-90 al Oeste de la Ciudad de Rose

CSJ: 7220-01-001

CONDADOS Jefferson y Orange, Texas

La Administración Federal de Ferrocarriles en conjunto con el Departamento de Transporte de Texas (TxDOT) están proponiendo agregar capacidad de vía para el cruce del corredor ferroviario del río Neches desde el este de la calle Archie y el sur de la línea de ferrocarril Kansas City (KCS) en la Ciudad de Beaumont hasta Old US-90, al oeste de la Ciudad de Rose en los condados de Jefferson y Orange, Texas. Como agencia estatal líder, TxDOT está liderando el desarrollo de la EA en nombre de la FRA, la agencia federal. La Guardia Costera de E.U. es una agencia de cooperación. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y el Título 40, Capítulo V, §1506, este comunicado informa al público que un proyecto de evaluación ambiental (EA) está disponible para revisión pública y que TxDOT estará llevando a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el Jueves 28 de Julio de 2016, en el Centro Cívico de Beaumont, 701 Main Street, Beaumont, Texas 77701. Habrá exhibiciones disponibles para observar a las 5:30 PM de la tarde, con la audiencia formal a partir de las 6:30 PM. El propósito de la audiencia es presentar las mejoras previstas y para recibir comentarios del público sobre el proyecto propuesto.

La instalación existente es el principal corredor ferroviario de este a oeste a través de la Ciudad de Beaumont, e incluye el único cruce del río en la región, el puente ferroviario del Río Neches, un puente de vía única con tramo de elevación vertical propiedad y operado por KCS. El proyecto sumaría otra vía adicional sobre el Río Neches, lo que requiere la construcción y operación de un puente de elevación adicional al norte del puente ferroviario existente. El término al oeste comienza a unos 170 pies al este de la intersección de la calle Archie y la línea ferroviaria Kansas City Southern (KCS) en la Ciudad de Beaumont, Jefferson County, Texas. El término del este está situado cerca de la antigua alineación de US-90 justo al oeste de la Ciudad de Rose en el Condado de Orange, Texas. El tramo del proyecto es de 1.68 millas.

La anchura del derecho de paso del ferrocarril existente KCS es entre 60 a 225 pies. Aproximadamente 2.0 acres de derecho adicional de paso serían adquiridos, así como una servidumbre temporal de 21.5 acres para una área de almacenamiento de la construcción de tendido, y un uso del terreno acuerdo a TGLO para el cruce del Río Neches.

Aunque se requiere derecho de paso adicional, no habrá estructuras residenciales o negocios que serían desplazados. Información relativa a los servicios y beneficios disponibles para los propietarios afectados y la información sobre el calendario provisional para la adquisición del derecho de paso se puede obtener de la Oficina de Distrito de TxDOT Beaumont en la dirección que se indica abajo.

El proyecto ocurriría dentro de las llanuras de inundación reguladas; Sin embargo, el proyecto no aumentaría elevaciones de la superficie del agua durante una Evento de Inundación Base. Se obtendría un permiso individual Sección 404 de los impactos a los humedales. El proyecto no tendría ningún efecto adverso a las propiedades protegidas bajo la Sección 106 de la Ley Nacional de Preservación Histórica. El proyecto estaría sujeto al Capítulo 26 del Código de Parques y Vida Silvestre de Texas para la toma de tierra asociado con el Parque Riverfront y el edificio del Departamento de Policía de Beaumont, que es elegible para el Registro Nacional. La ley, Sección 4(f) y la Sección 6(f) del Acta del Departamento de Transporte (DOT) de E.U. también se aplicaría. Se prevé que la Sección 4(f) la determinación de minimis se llevaría a cabo para el Riverfront Park y el Departamento de Policía de Beaumont. Sección 6(f) se aplicaría a Riverfront Park.

Los mapas de el plan preliminar de EA, muestran la ubicación y diseño del proyecto, los plazos de construcción tentativos, y otra información relacionada con el proyecto son archivados y disponibles para inspección de Lunes a Viernes entre las 8:00 AM y las 5:00 PM, en la oficina del Distrito de TxDOT Beaumont, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, y en línea en: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. Esta información también estará disponible para su inspección en la audiencia. Se solicitan comentarios verbales y por escrito por parte del público en relación con el proyecto y se pueden presentar en la audiencia, o presentarse en persona, o por correo al Sr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 o por correo electrónico a gil.wilson@txdot.gov. Los comentarios deben ser recibidos el, o antes del Lunes, 8 de Agosto de, 2016, para formar parte del registro oficial de audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades de comunicación o alojamientos especiales, así como necesidad de servicios de un intérprete, se les anima a comunicarse con el Oficial de Información Pública de TxDOT, Sarah Dupre, al teléfono (409) 898-5745. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para dar cabida a estas necesidades.

Si usted tiene alguna pregunta o preocupación relacionada con el proyecto propuesto o la audiencia en general, por favor, póngase en contacto con el Sr. Gil Wilson, Gerente de la Sección de Tren de Programas, en gil.wilson@txdot.gov.

OUR GOALS

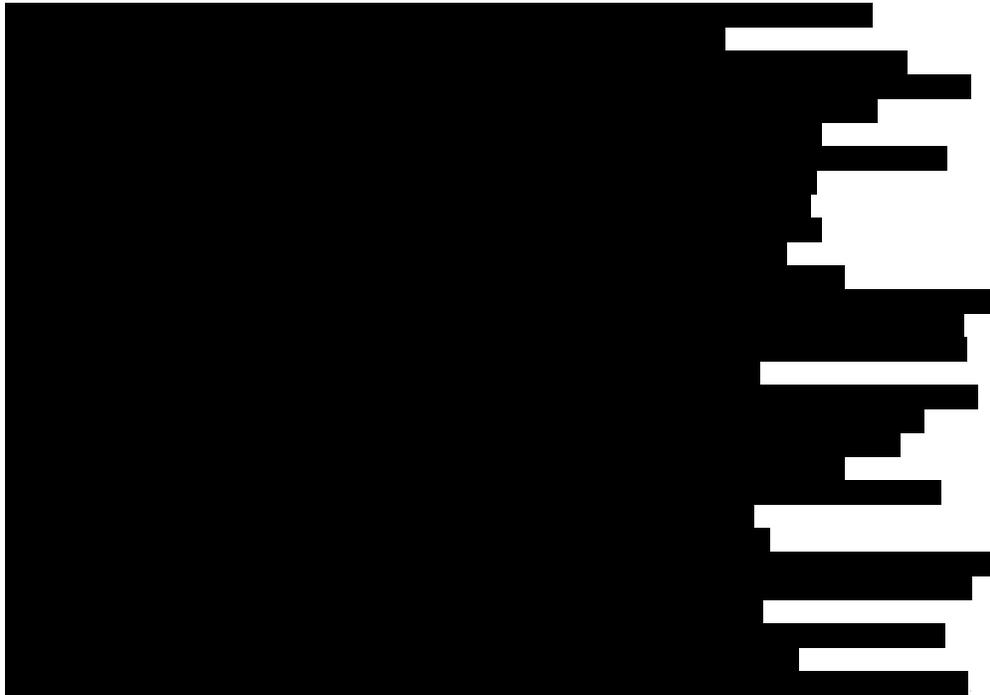
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NAME	ADDRESS 1	ADDRESS 2	CITY	STATE	ZIP
BEAUMONT TRANSIT			BEAUMONT	TX	77701
BOBBY F GOZA JR			GROVES	TX	77619
BO-MAC REAL ESTATE, LLC	% BOMAC CONTRACTORS, MARINE DIV.		BEAUMONT	TX	77707-3623
Catholic Diocese of Beaumont			Beaumont	TX	77701
CITY OF BEAUMONT			BEAUMONT	TX	77704
EASTHAM FORGE INC	ATTN: GEORGE BUSCEME		BEAUMONT	TX	77701
EBENEZER MISSIONARY BAPTIST	CHURCH OF BEAUMONT TEXAS INC		BEAUMONT	TX	77701
EBENEZER MISSIONARY BAPTIST	CHURCH OF BEAUMONT TEXAS INC		BEAUMONT	TX	77704
GERDAU AMERISTEEL US INC.			VIDOR	TX	77662
JEFFERSON COUNTY			BEAUMONT	TX	77701
NAKISHA MYLES, COMM. SPECIALIST	BEAUMONT ISD COMMUNITY RELATIONS		BEAUMONT	TX	77706
OFFICER KIBODEAUX / ORNELAS	NEIGHBORHOOD ASSOC. OF BEAUMONT		BEAUMONT	TX	77704
PARKWOOD LAND CO			VIDOR	TX	77662-2954
PORT OF BEAUMONT NAV DISTRICT			BEAUMONT	TX	77704-2297
St. Anthony Cathedral Basilica			Beaumont	TX	77701
St. Mark's Episcopal Church			Beaumont	TX	77701
STATE OF TEXAS			AUSTIN	TX	78701
Melinda Williams			Beaumont	TX	77707
David Paderas			Beaumont	TX	77706

Legend

Adjacent Property Owner

From: Richards, Lorraine
To: [Richards, Lorraine](#)
Cc:



Subject: TxDOT Neches River Bridge Notice of Public Hearing and Availability of Environmental Assessment
Date: Tuesday, June 28, 2016 4:15:00 PM
Attachments: [NRBLegalNotice.pdf](#)
[NRBLegalNoticeSpanish.pdf](#)
Importance: High

Good afternoon,

This announcement is on behalf of the Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, to invite you to participate in the public hearing being held to present proposed rail improvements for the Neches River Bridge Study. As detailed in the attached notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

PUBLIC HEARING - NECHES RIVER BRIDGE STUDY

WHEN: Thursday, July 28, 2016 - Displays available at 5:30 PM, formal hearing begins at 6:30 PM

WHERE: Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745

Or online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483

Or email to: gil.wilson@txdot.gov

Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.



Notice

Draft Environmental Assessment Available for Public Review and Public Hearing

NECHES RIVER BRIDGE STUDY

From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of Beaumont to Old US-90 West of Rose City

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, July 28, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

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CSJ: 7220-01-001

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La anchura del derecho de paso del ferrocarril existente KCS es entre 60 a 225 pies. Aproximadamente 2.0 acres de derecho adicional de paso serían adquiridos, así como una servidumbre temporal de 21.5 acres para una área de almacenamiento de la construcción de tendido, y un uso del terreno acuerdo a TGLO para el cruce del Río Neches.

Aunque se requiere derecho de paso adicional, no habrá estructuras residenciales o negocios que serían desplazados. Información relativa a los servicios y beneficios disponibles para los propietarios afectados y la información sobre el calendario provisional para la adquisición del derecho de paso se puede obtener de la Oficina de Distrito de TxDOT Beaumont en la dirección que se indica abajo.

El proyecto ocurriría dentro de las llanuras de inundación reguladas; Sin embargo, el proyecto no aumentaría elevaciones de la superficie del agua durante una Evento de Inundación Base. Se obtendría un permiso individual Sección 404 de los impactos a los humedales. El proyecto no tendría ningún efecto adverso a las propiedades protegidas bajo la Sección 106 de la Ley Nacional de Preservación Histórica. El proyecto estaría sujeto al Capítulo 26 del Código de Parques y Vida Silvestre de Texas para la toma de tierra asociado con el Parque Riverfront y el edificio del Departamento de Policía de Beaumont, que es elegible para el Registro Nacional. La ley, Sección 4(f) y la Sección 6(f) del Acta del Departamento de Transporte (DOT) de E.U. también se aplicaría. Se prevé que la Sección 4(f) la determinación de minimis se llevaría a cabo para el Riverfront Park y el Departamento de Policía de Beaumont. Sección 6(f) se aplicaría a Riverfront Park.

Los mapas de el plan preliminar de EA, muestran la ubicación y diseño del proyecto, los plazos de construcción tentativos, y otra información relacionada con el proyecto son archivados y disponibles para inspección de Lunes a Viernes entre las 8:00 AM y las 5:00 PM, en la oficina del Distrito de TxDOT Beaumont, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, y en línea en: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. Esta información también estará disponible para su inspección en la audiencia. Se solicitan comentarios verbales y por escrito por parte del público en relación con el proyecto y se pueden presentar en la audiencia, o presentarse en persona, o por correo al Sr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 o por correo electrónico a gil.wilson@txdot.gov. Los comentarios deben ser recibidos el, o antes del Lunes, 8 de Agosto de, 2016, para formar parte del registro oficial de audiencia.

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Si usted tiene alguna pregunta o preocupación relacionada con el proyecto propuesto o la audiencia en general, por favor, póngase en contacto con el Sr. Gil Wilson, Gerente de la Sección de Tren de Programas, en gil.wilson@txdot.gov.

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Contact Name 1	Contact Name 2	Representing 1	Representing 2
Doug	Landry	Ameila Neighborhood	
Kal	Kincaid	APAC-Texas, Inc.	Division President
Mike	Rowell	APAC-TX	
Becky	Rutledge	APAC-TX	
		Beaumont Main Street, Main Street Manager	
Tom	Bell	Beaumont Main Street	Executive Director
Paul	Eddy	Beaumont Public Library System	Administrator
		Beaumont Transit	
Charlie	Cunningham	BNSF Railway Company (BNSF)	
French	Thompson	BNSF Railway Company (BNSF)	Director of Public Private Partnerships for the MidCon Corridor
Paul	Cristina	BNSF Railway Company (BNSF)	
Rollin	Brendenberg	BNSF Railway Company (BNSF)	
Jody	Brusenhan	Bo-Mac Contractors	
Lynn	Johnson	BO-MAC REAL ESTATE, LLC	% BOMAC Contractors, Ltd. Marine Division
Mike	Sossaman	CB&I	
D	Gordy	CDF	
Antoinette	Hardy	City of Beaumont	Engineering Dept.
Dara	Cruz	City of Beaumont	Capital Projects Administrator
Joseph	Majdalani	City of Beaumont	Public Works Director
Kyle	Hayes	City of Beaumont	City Manager
Ryan	Slott	City of Beaumont	Director, Parks and Recreation
Zheng	Tan	City of Beaumont	City Engineer
Mike	Getz	City of Beaumont Council Member	Ward 2
Chris	Boone	City of Beaumont/ Beaumont CLG	Director of Planning/HPO
Catherine	Dobbs	Federal Railroad Association	Regional Manager
Heather	Thatcher	Federal Railroad Association	
		Greater Beaumont Chamber of Commerce	
Jason	Buntz	Hicks & Company	Cultural
Samantha	Champion	Hicks & Company	Cultural
Kitty	Henderson	Historic Bridge Foundation	Executive Director
Don	Rao	Jefferson County	Director of Engineering Department
Eddie	Arnold	Jefferson County	Commissioner, Precinct 1
Fred	Jackson	Jefferson County	
Jeff	Branick	Jefferson County	County Judge
Ramona	Hutchinson	Jefferson County Certified Local Government	Preservation Officer
Theresa	Goodness	Jefferson County Historical Commission	Chair
Mark	Viator	Jefferson Energy Co	
David	Starling	Kansas City Southern (KCS)	Chief Executive Officer
Gregory	Walling	Kansas City Southern (KCS)	Vice President, Network Design
Jeff	Songer	Kansas City Southern (KCS)	
Kevin	McIntosh	Kansas City Southern (KCS)	Assistant Vice President, State & Local Relations
Lee	Peek	Kansas City Southern (KCS)	
Rick	Bartoskewitz	Kansas City Southern (KCS)	Assistant Vice President, Southwest Division
Sri	Honnur	Kansas City Southern (KCS)	Senior Engineer
Steven	Truitt	Kansas City Southern (KCS)	Vice President, Transportation and Safety
Warren	Erdman	Kansas City Southern (KCS)	Executive Vice President, Administration & Corporate Affairs
Berna	Tokgoz	LaMar University	
Brian	Craig	LaMar University	
Burak	Cankaya	LaMar University	
Mahdi	Safa	LaMar University	
Jim	Livingston	Lanier and Associates	
Lorraine	Richards	Michael Baker International	Environmental Lead
Matt	Barkley	Michael Baker International	Consultant Project Manager
Paul	Michiels	Michael Baker International	Baker Engineering Lead

Contact Name 1	Contact Name 2	Representing 1	Representing 2
Robyn	Hartz	Michael Baker International	Environmental, Air/Noise
Yohana	Heneo	Michael Baker International	Engineering
Jody	Crump	Orange County	Commissioner, Precinct 4
John	Banken	Orange County	Commissioner, Precinct 3
Stephen	Carlton	Orange County	County Judge
David	Dubose	Orange County Commissioner	Precinct 1
Clayton	Henderson	Port of Beaumont	Director of Corporate Affairs
David C.	Fisher	Port of Beaumont	Port Director
John	Roby	Port of Beaumont	Customer Service Director
Brandon	Musser	Rail Infrastructure & Terminal Development, LLC	
Matthew	Kaufman	Sabine Neches Navigation District	Assistant General Manager
Bob	Dickinson	South East Texas Regional Planning Commission	Director, Transportation & Environmental Resources
Jimmie	Lewis	South East Texas Regional Planning Commission	Planner
		South East Texas Regional Planning Commission	
Mark	Wolfe	Texas Historical Commission	SHPO
Dade	Phelan	Texas House of Representatives	State Representative
David	Porter	Texas Railroad Commission	Chairman
Jennifer	Pate	Texas State Senate	Senator Creighton's Office
Sara	Clark	Tran Systems	Engineering Lead
Tom	Munson	Tran Systems	TranSystems Project Manager
Mario	Mata	TxDOT	
Steven	Brock	TxDOT	
Phillip	Lujan	TxDOT Beaumont District	
Sarah	Dupre	TxDOT Beaumont District	
Scott	Ayres	TxDOT Beaumont District	
Tucker	Ferguson	TxDOT Beaumont District	District Engineer
Melissa	Neeley	TxDOT Environmental Affairs	
Sarah	Bagwell	TxDOT Maritime Division	Policy and Planning
Stephanie	Cribbs	TxDOT Maritime Division	Special Projects
Annie	LaGow	TxDOT Office of Public Involvement	
Jefferson	Grimes	TxDOT Office of Public Involvement	Director of Public Involvement
Kale	Driemeier	TxDOT Planning and Programming	
Roger	Beall	TxDOT Planning and Programming	Advanced Project Development Director
Marc	Williams	TxDOT Projects and Planning	Planning Director
Dan	Harmon	TxDOT Rail Programs	Interim Director
Gil	Wilson	TxDOT Rail Programs	Section Manager
Quentin	Huckaby	TxDOT Rail Programs	
Brenda	Mainwaring	Union Pacific Railroad (UPRR)	Vice President, Public Affairs
David	Pratt	Union Pacific Railroad (UPRR)	
Jerry	Wilmoth	Union Pacific Railroad (UPRR)	
Mark	McCune	Union Pacific Railroad (UPRR)	
Owen	Durkin	Union Pacific Railroad (UPRR)	
Simon	Hjelm	Union Pacific Railroad (UPRR)	General Director Network and Business Development
Darrin	Bowser	US Army 842nd Transportation Battalion	Commander
Kimberly	McLaughlin	US Army Corps of Engineers (USACE)	ERDC Resource Management Budget Division
Paula	Wise	US Army Corps of Engineers (USACE)	Operations Manager, Navigation Branch
David	Frank	US Coast Guard	Commander, Eighth Coast Guard District
Mike	Measells	US Coast Guard	Director, Vessel Traffic Service
Randal	Ogrydziak	US Coast Guard	Commanding Officer, Port Arthur
Scott	Whalen	US Coast Guard	
Hal	Bean		
Steve	Hoffman		

Richards, Lorraine

From: Gil Wilson <Gil.Wilson@txdot.gov>
Sent: Thursday, June 30, 2016 1:25 PM
To: NEPA@tceq.texas.gov; Glenn.Rosenbaum@GLO.TEXAS.GOV; darren_leblanc@fws.gov; RDTuggle@fws.gov
Cc: Richards, Lorraine; Barkley, Matt; Melissa Neeley
Subject: Public Meeting in Beaumont
Attachments: NRBLegalNotice.pdf; NRBLegalNoticeSpanish.pdf

Importance: High

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, would like to invite you to participate in the public hearing being held to present proposed rail improvements for the Neches River Bridge in Beaumont, Texas. As detailed in the attached notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

PUBLIC HEARING - NECHES RIVER BRIDGE STUDY

WHEN: Thursday, July 28, 2016 - Displays available at 5:30 PM, formal hearing begins at 6:30 PM

WHERE: Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745 Or online at:
<http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 Or email to: gil.wilson@txdot.gov

Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.

Gil Wilson
Rail Programs Section Director
TxDOT – Rail Division
125 East 11th St.
Austin, Texas 78701-2483
(512) 486-5103 (o)
(512) 658-2440 (c)

Richards, Lorraine

From: Gil Wilson <Gil.Wilson@txdot.gov>
Sent: Thursday, June 30, 2016 12:32 PM
To: Sue.Reilly@tpwd.texas.gov; heather.young@noaa.gov; rseagraves@mafmc.org; Secretary_jewell@ios.doi.gov
Cc: Richards, Lorraine; Barkley, Matt; Melissa Neeley
Subject: Public Meeting in Beaumont
Attachments: NRBLegalNotice.pdf; NRBLegalNoticeSpanish.pdf

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, would like to invite you to participate in the public hearing being held to present proposed rail improvements for the Neches River Bridge in Beaumont, Texas. As detailed in the attached notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

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<http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

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Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.

Gil Wilson
Rail Programs Section Director
TxDOT – Rail Division
125 East 11th St.
Austin, Texas 78701-2483
(512) 486-5103 (o)
(512) 658-2440 (c)





Notice

Draft Environmental Assessment Available for Public Review and Public Hearing

NECHES RIVER BRIDGE STUDY

From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the City of Beaumont to Old US-90 West of Rose City

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, July 28, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

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Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Manager, at gil.wilson@txdot.gov.

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**Comunicado
Proyecto de Evaluación Ambiental a disposición del público
y
Audiencia pública**

ESTUDIO DE PUENTE DEL RIO NECHES

Desde el este de la calle Archie y las vías del tren del Kansas City Southern (KCS) en la Ciudad de Beaumont hasta Old US-90 al Oeste de la Ciudad de Rose

CSJ: 7220-01-001

CONDADOS Jefferson y Orange, Texas

La Administración Federal de Ferrocarriles en conjunto con el Departamento de Transporte de Texas (TxDOT) están proponiendo agregar capacidad de vía para el cruce del corredor ferroviario del río Neches desde el este de la calle Archie y el sur de la línea de ferrocarril Kansas City (KCS) en la Ciudad de Beaumont hasta Old US-90, al oeste de la Ciudad de Rose en los condados de Jefferson y Orange, Texas. Como agencia estatal líder, TxDOT está liderando el desarrollo de la EA en nombre de la FRA, la agencia federal. La Guardia Costera de E.U. es una agencia de cooperación. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y el Título 40, Capítulo V, §1506, este comunicado informa al público que un proyecto de evaluación ambiental (EA) está disponible para revisión pública y que TxDOT estará llevando a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el Jueves 28 de Julio de 2016, en el Centro Cívico de Beaumont, 701 Main Street, Beaumont, Texas 77701. Habrá exhibiciones disponibles para observar a las 5:30 PM de la tarde, con la audiencia formal a partir de las 6:30 PM. El propósito de la audiencia es presentar las mejoras previstas y para recibir comentarios del público sobre el proyecto propuesto.

La instalación existente es el principal corredor ferroviario de este a oeste a través de la Ciudad de Beaumont, e incluye el único cruce del río en la región, el puente ferroviario del Río Neches, un puente de vía única con tramo de elevación vertical propiedad y operado por KCS. El proyecto sumaría otra vía adicional sobre el Río Neches, lo que requiere la construcción y operación de un puente de elevación adicional al norte del puente ferroviario existente. El término al oeste comienza a unos 170 pies al este de la intersección de la calle Archie y la línea ferroviaria Kansas City Southern (KCS) en la Ciudad de Beaumont, Jefferson County, Texas. El término del este está situado cerca de la antigua alineación de US-90 justo al oeste de la Ciudad de Rose en el Condado de Orange, Texas. El tramo del proyecto es de 1.68 millas.

La anchura del derecho de paso del ferrocarril existente KCS es entre 60 a 225 pies. Aproximadamente 2.0 acres de derecho adicional de paso serían adquiridos, así como una servidumbre temporal de 21.5 acres para una área de almacenamiento de la construcción de tendido, y un uso del terreno acuerdo a TGLO para el cruce del Río Neches.

Aunque se requiere derecho de paso adicional, no habrá estructuras residenciales o negocios que serían desplazados. Información relativa a los servicios y beneficios disponibles para los propietarios afectados y la información sobre el calendario provisional para la adquisición del derecho de paso se puede obtener de la Oficina de Distrito de TxDOT Beaumont en la dirección que se indica abajo.

El proyecto ocurriría dentro de las llanuras de inundación reguladas; Sin embargo, el proyecto no aumentaría elevaciones de la superficie del agua durante una Evento de Inundación Base. Se obtendría un permiso individual Sección 404 de los impactos a los humedales. El proyecto no tendría ningún efecto adverso a las propiedades protegidas bajo la Sección 106 de la Ley Nacional de Preservación Histórica. El proyecto estaría sujeto al Capítulo 26 del Código de Parques y Vida Silvestre de Texas para la toma de tierra asociado con el Parque Riverfront y el edificio del Departamento de Policía de Beaumont, que es elegible para el Registro Nacional. La ley, Sección 4(f) y la Sección 6(f) del Acta del Departamento de Transporte (DOT) de E.U. también se aplicaría. Se prevé que la Sección 4(f) la determinación de minimis se llevaría a cabo para el Riverfront Park y el Departamento de Policía de Beaumont. Sección 6(f) se aplicaría a Riverfront Park.

Los mapas de el plan preliminar de EA, muestran la ubicación y diseño del proyecto, los plazos de construcción tentativos, y otra información relacionada con el proyecto son archivados y disponibles para inspección de Lunes a Viernes entre las 8:00 AM y las 5:00 PM, en la oficina del Distrito de TxDOT Beaumont, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, y en línea en: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. Esta información también estará disponible para su inspección en la audiencia. Se solicitan comentarios verbales y por escrito por parte del público en relación con el proyecto y se pueden presentar en la audiencia, o presentarse en persona, o por correo al Sr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 o por correo electrónico a gil.wilson@txdot.gov. Los comentarios deben ser recibidos el, o antes del Lunes, 8 de Agosto de, 2016, para formar parte del registro oficial de audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades de comunicación o alojamientos especiales, así como necesidad de servicios de un intérprete, se les anima a comunicarse con el Oficial de Información Pública de TxDOT, Sarah Dupre, al teléfono (409) 898-5745. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para dar cabida a estas necesidades.

Si usted tiene alguna pregunta o preocupación relacionada con el proyecto propuesto o la audiencia en general, por favor, póngase en contacto con el Sr. Gil Wilson, Gerente de la Sección de Tren de Programas, en gil.wilson@txdot.gov.

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Richards, Lorraine

Subject: Neches River Rail Bridge Public Hearing
Location: Beaumont Civic Center

Start: Thu 8/25/2016 5:30 PM
End: Thu 8/25/2016 8:30 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Gil Wilson

The Texas Department of Transportation (TxDOT) would like to invite you to participate in the public hearing being held to present proposed rail improvements for the Neches River Bridge. As detailed in the attached notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

PUBLIC HEARING - NECHES RIVER BRIDGE STUDY

WHEN: Thursday, August 25, 2016 - Displays available at 5:30 PM, formal hearing begins at 6:30 PM

WHERE: Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745 Or online at:
<http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 Or email to: gil.wilson@txdot.gov

Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record.



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

August 5, 2016

The Honorable John Cornyn
United States Senate
5300 Memorial Drive Suite 980
Houston, TX 77007

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Senator Cornyn:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed Revised Notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

**Thursday, August 25, 2016 - Displays available at 5:30 PM, formal hearing at 6:30 PM
Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701**

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Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

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Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
Washington, DC Office – Hart Senate Building

Enclosure: Revised Notice Draft Environmental Assessment Available for Public Review and Public Hearing

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OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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August 5, 2016

The Honorable Randy Weber
United State House of Representatives, District 14
505 Orleans Street, Suite 103
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Representative Weber:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed Revised Notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

**Thursday, August 25, 2016 - Displays available at 5:30 PM, formal hearing at 6:30 PM
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Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
Washington DC Office - Cannon House Office Building

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August 5, 2016

The Honorable Joe Deshotel
Texas House of Representatives, District 22
One Plaza Square, Suite 203
Port Arthur, TX 77642

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Representative Deshotel:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed Revised Notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

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Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701

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TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745
Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
State Capitol Address - PO Box 2910

Enclosure: Revised Notice Draft Environmental Assessment Available for Public Review and Public Hearing

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August 5, 2016

The Honorable Brandon Creighton
Texas State Senate, District 4
350 Pine Street, Suite 1450
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Senator Creighton:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed Revised Notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

**Thursday, August 25, 2016 - Displays available at 5:30 PM, formal hearing at 6:30 PM
Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701**

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745
Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT
State Capitol Address - PO Box 12068

Enclosure: Revised Notice Draft Environmental Assessment Available for Public Review and Public Hearing

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OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

August 5, 2016

Chairman David Porter
Texas Railroad Commission
PO Box 12967
Austin, TX 78711-2967

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Chairman Porter:

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Dan Harmon
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cc: Matt Barkley, Michael Baker International
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August 5, 2016

The Honorable Eddie Arnold
Jefferson County Commissioner, Precinct 1
1149 Pearl St.
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Arnold:

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Sincerely,

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Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
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August 5, 2016

The Honorable Claude Guidroz
City of Beaumont Council Member, Ward 1
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Council Member Guidroz:

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

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August 5, 2016

The Honorable Audwin Samuel
City of Beaumont Council Member, Ward 3
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Council Member Samuel:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed Revised Notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

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125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

August 5, 2016

The Honorable Becky Ames
City of Beaumont Mayor
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Mayor Ames:

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Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
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Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

August 5, 2016

The Honorable David Dubose
Orange County Commissioner, Precinct 1
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Dubose:

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Sincerely,

Dan Harmon
Interim Rail Division Director

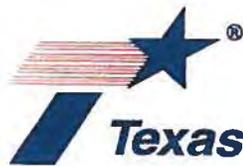
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125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

August 5, 2016

The Honorable Barry Burton
Orange County Commissioner, Precinct 2
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Burton:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed Revised Notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

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Texas Department of Transportation

125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

August 5, 2016

The Honorable John Banken
Orange County Commissioner, Precinct 3
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Banken:

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cc: Matt Barkley, Michael Baker International
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August 5, 2016

The Honorable Jody Crump
Orange County Commissioner, Precinct 4
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

Dear Commissioner Crump:

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August 5, 2016

The Honorable Mike Getz
City of Beaumont Council Member, Ward 2
801 Main, Suite 300
Beaumont, TX 77701

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
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Interim Rail Division Director

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Texas Department of Transportation

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August 5, 2016

The Honorable Stephen Carlton
Orange County Judge
123 South 6th Street
Orange, TX 77630

CSJ: 7220-01-001
Neches River Bridge Study
Jefferson and Orange Counties

RE: Neches River Bridge Study
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Dear Judge Carlton:

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TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
email to gil.wilson@txdot.gov

Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record. We look forward to working with you as we – as a region – strive to solve the transportation challenges associated with the rail crossing of the Neches River in Beaumont, Texas. If you have any questions about the study or the upcoming public hearing please contact Gil Wilson at (512) 486-5103.

Sincerely,

Dan Harmon
Interim Rail Division Director

cc: Matt Barkley, Michael Baker International
Gil Wilson, Rail Division, TxDOT

Enclosure: Revised Notice Draft Environmental Assessment Available for Public Review and Public Hearing

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

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Revised Notice

**Draft Environmental Assessment Available for Public Review
and
Public Hearing**

NECHES RIVER BRIDGE STUDY

**From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the
City of Beaumont to Old US-90 West of Rose City**

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, August 25, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

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Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) of the Land and Water Conservation Fund Act also applies to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Director, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Director, at gil.wilson@txdot.gov.

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August 5, 2016

RE: Neches River Bridge Study, Jefferson and Orange Counties, CSJ: 7220-01-001
Revised Notice of Draft Environmental Assessment Available for Public Review and Public Hearing

To Whom It May Concern:

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, will hold a public hearing to present proposed rail improvements for the Neches River Bridge Study. As detailed in the enclosed notice, the project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The hearing will be held:

**Thursday, August 25, 2016 - Displays available at 5:30 PM, formal hearing at 6:30 PM
Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701**

The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project. The proposed improvements are being evaluated through an Environmental Assessment (EA). The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection during regular business hours at:

TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745
Online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>

Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail addressed to:

Gil Wilson, Rail Programs Section Director
TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483
Email to: gil.wilson@txdot.gov

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Jefferson and Orange Counties, Texas

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Comunicado revisado
Proyecto de Evaluación Ambiental a disposición del público
Y
Audiencia pública

ESTUDIO DE PUENTE DEL RIO NECHES

Desde el este de la calle Archie y las vías del tren del Kansas City Southern (KCS) en la Ciudad de Beaumont hasta Old US-90 al Oeste de la Ciudad de Rose

CSJ: 7220-01-001

Condados Jefferson y Orange, Texas

La Administración Federal de Ferrocarriles en conjunto con el Departamento de Transporte de Texas (TxDOT) están proponiendo agregar capacidad de vía para el cruce del corredor ferroviario del río Neches desde el este de la calle Archie y el sur de la línea de ferrocarril Kansas City (KCS) en la Ciudad de Beaumont hasta Old US-90, al oeste de la Ciudad de Rose en los condados de Jefferson y Orange, Texas. Como agencia estatal líder, TxDOT está liderando el desarrollo de la EA en nombre de la FRA, la agencia federal. La Guardia Costera de E.U. es una agencia de cooperación. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y el Título 40, Capítulo V, §1506, este comunicado informa al público que un proyecto de evaluación ambiental (EA) está disponible para revisión pública y que TxDOT estará llevando a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el Jueves 25 de Agosto del 2016, en el Centro Cívico de Beaumont, 701 Main Street, Beaumont, Texas 77701. Habrá exhibiciones disponibles para observar a las 5:30 PM de la tarde, con la audiencia formal a partir de las 6:30 PM. El propósito de la audiencia es presentar las mejoras previstas y para recibir comentarios del público sobre el proyecto propuesto.

La instalación existente es el principal corredor ferroviario de este a oeste a través de la Ciudad de Beaumont, e incluye el único cruce del río en la región, el puente ferroviario del Río Neches, un puente de vía única con tramo de elevación vertical propiedad y operado por KCS. El proyecto sumaría otra vía adicional sobre el Río Neches, lo que requiere la construcción y operación de un puente de elevación adicional al norte del puente ferroviario existente. El término al oeste comienza a unos 170 pies al este de la intersección de la calle Archie y la línea ferroviaria Kansas City Southern (KCS) en la Ciudad de Beaumont, Jefferson County, Texas. El término del este está situado cerca de la antigua alineación de US-90 justo al oeste de la Ciudad de Rose en el Condado de Orange, Texas. El tramo del proyecto es de 1.68 millas.

La anchura del derecho de paso del ferrocarril existente KCS es entre 60 a 225 pies. Aproximadamente 2.0 acres de derecho adicional de paso serían adquiridos, así como una servidumbre temporal de 21.5 acres para una área de almacenamiento de la construcción de tendido, y un uso del terreno acuerdo a TGLO para el cruce del Río Neches.

Aunque se requiere derecho de paso adicional, no habrá estructuras residenciales o negocios que serían desplazados. Información relativa a los servicios y beneficios disponibles para los

propietarios afectados y la información sobre el calendario provisional para la adquisición del derecho de paso se puede obtener de la Oficina de Distrito de TxDOT Beaumont en la dirección que se indica abajo.

El proyecto ocurriría dentro de las planicies de inundación reguladas; Sin embargo, el proyecto no aumentaría elevaciones de la superficie del agua durante un Evento de Inundación de Nivel Básico. Se obtendría un permiso individual Sección 404 de los impactos a los humedales. El proyecto no tendría ningún efecto adverso a las propiedades protegidas bajo la Sección 106 de la Ley Nacional de Preservación Histórica. El proyecto estaría sujeto al Capítulo 26 del Código de Parques y Vida Silvestre de Texas para la toma de tierra asociada con el Parque Riverfront. La Sección 4(f) de la ley del Departamento de Transporte (DOT) también se aplicaría. Se prevé que la Sección 4(f) la determinación de minimis se llevaría a cabo para el Riverfront Park y el Departamento de Policía de Beaumont. La Sección 6(f) de la Ley de Fondos de Conservación de Tierra y Agua se aplicaría igualmente al Riverfront Park.

Los mapas del plan preliminar de EA, muestran la ubicación y diseño del proyecto, el cronograma tentativo de construcción y otra información relacionada con el proyecto están archivados y disponibles para inspección de Lunes a Viernes entre 8:00 AM y 5:00 PM, en la Oficina de TxDOT del Distrito Beaumont, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, y en línea en: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. Esta información también estará disponible para su inspección en la audiencia. Se solicitan comentarios verbales y por escrito del parte del público en relación con el proyecto y se pueden presentar en la audiencia, o presentarse en persona, o por correo al Sr. Gil Wilson, Director de la Sección de Programas de Vías, TxDOT División de Vías, 125 East 11th Street, Austin, Texas 78701-2483 o por correo electrónico a gil.wilson@txdot.gov. Los comentarios deben ser recibidos el, o antes del Martes, 6 de septiembre de, 2016, para formar parte del registro oficial de audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o alojamientos, tales como la necesidad de un intérprete, los invitamos a comunicarse con la Oficial de Información Pública de TxDOT, Sarah Dupre, al teléfono (409) 898-5745. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para dar cabida a estas necesidades.

Si usted tiene alguna pregunta o preocupación relacionada con el proyecto propuesto o la audiencia en general, por favor, póngase en contacto con el Sr. Gil Wilson, Director de la Sección de Programas de Vías, en gil.wilson@txdot.gov.

NUESTRAS METAS

NAME	ADDRESS 1	CITY	STATE	ZIP
BEAUMONT TRANSIT		BEAUMONT	TX	77701
BOBBY F GOZA JR		GROVES	TX	77619
BO-MAC REAL ESTATE, LLC	% BOMAC CONTRACTORS, MARINE DIV.	BEAUMONT	TX	77707-3623
Catholic Diocese of Beaumont		Beaumont	TX	77701
CITY OF BEAUMONT		BEAUMONT	TX	77704
EASTHAM FORGE INC	ATTN: GEORGE BUSCEME	BEAUMONT	TX	77701
EBENEZER MISSIONARY BAPTIST	CHURCH OF BEAUMONT TEXAS INC	BEAUMONT	TX	77701
EBENEZER MISSIONARY BAPTIST	CHURCH OF BEAUMONT TEXAS INC	BEAUMONT	TX	77704
GERDAU AMERISTEEL US INC.	220 Avenue A	BEAUMONT	TX	77701
JEFFERSON COUNTY		BEAUMONT	TX	77701
NAKISHA MYLES, COMM. SPECIALIST	BEAUMONT ISD COMMUNITY RELATIONS	BEAUMONT	TX	77706
OFFICER KIBODEAUX / ORNELAS	NEIGHBORHOOD ASSOC. OF BEAUMONT	BEAUMONT	TX	77704
PARKWOOD LAND CO		VIDOR	TX	77662-2954
PORT OF BEAUMONT NAV DISTRICT		BEAUMONT	TX	77704-2297
St. Anthony Cathedral Basilica		Beaumont	TX	77701
St. Mark's Episcopal Church		Beaumont	TX	77701
STATE OF TEXAS		AUSTIN	TX	78701
Melinda Williams		Beaumont	TX	77707
David Paderas		Beaumont	TX	77706

Legend

Adjacent Property Owner



C.3 – TxDOT Website Notices

- June 28, 2016 – Notice Draft Environmental Assessment Available for Public Review and Public Hearing. Draft EA, Appendices, and Technical Reports were also made available on website.
- July 27, 2016 – Notification that public hearing has been postponed.
- August 5, 2016 – Revised Notice Draft Environmental Assessment Available for Public Review (new hearing date of August 25, 2016). The Draft EA and Appendix F were made available on website (revised to include recent responses from agencies).
- August 24, 2016 – Revised Notice Draft Environmental Assessment Available for Public Review (extending comment period to September 9, 2016).

Public Hearing - Neches River Bridge Study

[Home](#) > [Inside TxDOT](#) > [Get Involved](#) > [Hearings & Meetings](#) > [Schedule](#)

Where:	Beaumont Civic Center 701 Main St. Beaumont, TX 77701	When:	Thursday, July 28, 2016 Displays available for review: 5:30 p.m. Formal hearing: 6:30 p.m.
Purpose:	TxDOT is conducting a public hearing to present proposed rail improvements and receive public comment pertaining to the Neches River Bridge Study .		
Description:	<p>The project begins east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont and ends near Old US 90 just west of Rose City in Orange County. The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River Rail Bridge, a single-track vertical lift span bridge owned and operated by KCS.</p> <p>TxDOT is proposing to add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge in Jefferson and Orange counties. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f) of the U.S. Department of Transportation Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.</p> <p>The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a base flood event. An individual Section 404 permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act.</p> <p>Approximately 2 acres of additional right of way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area. A land use agreement would be required from the Texas General Land Office for the crossing of the Neches River. Although additional right of way is required, no residential structures or businesses would be displaced.</p> <p>The Draft Environmental Assessment (EA) will also be available for comment at a public hearing. The study team will then respond to those comments within the Final EA prior to the lead agency making the decision.</p>		
Downloads:			Format
	Notice		
	Notice (Español)		
	Schematics		Format
	Build Alternative 1 of 2		
	Build Alternative 2 of 2		
	Environmental Assessment		Format
	Draft EA		
Contact:	<p>TxDOT Rail Programs 125 E. 11th St. Austin, TX 78701</p> <p>(512) 486-5137 Email</p> <p>Posted June 28, 2016.</p>		

Neches River Bridge Study (Environmental Assessment)

[Home](#) > [Inside TxDOT](#) > [Projects](#) > [Projects & Studies](#) > [Beaumont District](#)

TxDOT is proposing to add track capacity to the rail corridor crossing of the Neches River in the City of Beaumont, Texas. The primary east-west rail corridor through the City of Beaumont includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical-lift span bridge owned and operated by the Kansas City Southern (KCS) Railway.

The following four build alternatives are being considered along with a no-build alternative:

- Existing Alignment Alternatives: Alternatives E-1 and E-2 follow the existing alignment and cross the river just north of the existing bridge
- Northern Alignment Alternatives: Alternatives N-1 and N-2 follow new northern alignments and cross the river just south of I-10

TxDOT is seeking input at a public open house before the study team develops the Draft Environmental Assessment (EA). Once completed, the Draft EA will also be available for comment at a public hearing. The study team will then respond to those comments within the Final EA prior to the lead agency making the decision.

Get Involved

- [July 28, 2016 - Public Hearing](#)
- [Oct. 21, 2015 - Open House](#)

Downloads

	Format
Notice	
Notice (Español)	
Public Meeting Summary	
Schematics	Format
Build Alternative 1 of 2	
Build Alternative 2 of 2	
Environmental Assessment	Format
Draft EA	
Draft EA Appendix A - No Build Alternative	
Draft EA Appendix B - Alternative Development Matrix	
Draft EA Appendix C - Build Alternative (30% Design)	
Draft EA Appendix D - Environmental Resource Exhibits	
Draft EA Appendix E - Site Photographs	
Draft EA Appendix F - Coordination	
Technical Reports	Format
Noise and Vibration Analyses Technical Report - June 2016	
Archeological Survey Report - May 2016 - Redacted	

Essential Fish Habitat Assessment - March 2016	
Hazardous Materials Technical Report - March 2016	
Historical Studies Survey Report - March 2016 - Draft	
Alternative Development and Screening Technical Report - February 2016	
Biological Resources Technical Report – November 2015	
Wetlands Technical Report - November 2015	
Water Resources Technical Report - November 2015	
Public Meeting Summary – October 21, 2015	

Contact

TxDOT Rail Programs
125 E. 11th St.
Austin, TX 78701

(512) 486-5137
[Email](#)



Notice

Draft Environmental Assessment Available for Public Review and Public Hearing

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Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Monday, August 8, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Manager, at gil.wilson@txdot.gov.



**Comunicado
Proyecto de Evaluación Ambiental a disposición del público
y
Audiencia pública**

ESTUDIO DE PUENTE DEL RIO NECHES

Desde el este de la calle Archie y las vías del tren del Kansas City Southern (KCS) en la Ciudad de Beaumont hasta Old US-90 al Oeste de la Ciudad de Rose

CSJ: 7220-01-001

CONDADOS Jefferson y Orange, Texas

La Administración Federal de Ferrocarriles en conjunto con el Departamento de Transporte de Texas (TxDOT) están proponiendo agregar capacidad de vía para el cruce del corredor ferroviario del río Neches desde el este de la calle Archie y el sur de la línea de ferrocarril Kansas City (KCS) en la Ciudad de Beaumont hasta Old US-90, al oeste de la Ciudad de Rose en los condados de Jefferson y Orange, Texas. Como agencia estatal líder, TxDOT está liderando el desarrollo de la EA en nombre de la FRA, la agencia federal. La Guardia Costera de E.U. es una agencia de cooperación. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y el Título 40, Capítulo V, §1506, este comunicado informa al público que un proyecto de evaluación ambiental (EA) está disponible para revisión pública y que TxDOT estará llevando a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el Jueves 28 de Julio de 2016, en el Centro Cívico de Beaumont, 701 Main Street, Beaumont, Texas 77701. Habrá exhibiciones disponibles para observar a las 5:30 PM de la tarde, con la audiencia formal a partir de las 6:30 PM. El propósito de la audiencia es presentar las mejoras previstas y para recibir comentarios del público sobre el proyecto propuesto.

La instalación existente es el principal corredor ferroviario de este a oeste a través de la Ciudad de Beaumont, e incluye el único cruce del río en la región, el puente ferroviario del Río Neches, un puente de vía única con tramo de elevación vertical propiedad y operado por KCS. El proyecto sumaría otra vía adicional sobre el Río Neches, lo que requiere la construcción y operación de un puente de elevación adicional al norte del puente ferroviario existente. El término al oeste comienza a unos 170 pies al este de la intersección de la calle Archie y la línea ferroviaria Kansas City Southern (KCS) en la Ciudad de Beaumont, Jefferson County, Texas. El término del este está situado cerca de la antigua alineación de US-90 justo al oeste de la Ciudad de Rose en el Condado de Orange, Texas. El tramo del proyecto es de 1.68 millas.

La anchura del derecho de paso del ferrocarril existente KCS es entre 60 a 225 pies. Aproximadamente 2.0 acres de derecho adicional de paso serían adquiridos, así como una servidumbre temporal de 21.5 acres para una área de almacenamiento de la construcción de tendido, y un uso del terreno acuerdo a TGLO para el cruce del Río Neches.

Aunque se requiere derecho de paso adicional, no habrá estructuras residenciales o negocios que serían desplazados. Información relativa a los servicios y beneficios disponibles para los propietarios afectados y la información sobre el calendario provisional para la adquisición del derecho de paso se puede obtener de la Oficina de Distrito de TxDOT Beaumont en la dirección que se indica abajo.

El proyecto ocurriría dentro de las llanuras de inundación reguladas; Sin embargo, el proyecto no aumentaría elevaciones de la superficie del agua durante una Evento de Inundación Base. Se obtendría un permiso individual Sección 404 de los impactos a los humedales. El proyecto no tendría ningún efecto adverso a las propiedades protegidas bajo la Sección 106 de la Ley Nacional de Preservación Histórica. El proyecto estaría sujeto al Capítulo 26 del Código de Parques y Vida Silvestre de Texas para la toma de tierra asociado con el Parque Riverfront y el edificio del Departamento de Policía de Beaumont, que es elegible para el Registro Nacional. La ley, Sección 4(f) y la Sección 6(f) del Acta del Departamento de Transporte (DOT) de E.U. también se aplicaría. Se prevé que la Sección 4(f) la determinación de minimis se llevaría a cabo para el Riverfront Park y el Departamento de Policía de Beaumont. Sección 6(f) se aplicaría a Riverfront Park.

Los mapas de el plan preliminar de EA, muestran la ubicación y diseño del proyecto, los plazos de construcción tentativos, y otra información relacionada con el proyecto son archivados y disponibles para inspección de Lunes a Viernes entre las 8:00 AM y las 5:00 PM, en la oficina del Distrito de TxDOT Beaumont, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, y en línea en: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. Esta información también estará disponible para su inspección en la audiencia. Se solicitan comentarios verbales y por escrito por parte del público en relación con el proyecto y se pueden presentar en la audiencia, o presentarse en persona, o por correo al Sr. Gil Wilson, Rail Programs Section Manager, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 o por correo electrónico a gil.wilson@txdot.gov. Los comentarios deben ser recibidos el, o antes del Lunes, 8 de Agosto de, 2016, para formar parte del registro oficial de audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades de comunicación o alojamientos especiales, así como necesidad de servicios de un intérprete, se les anima a comunicarse con el Oficial de Información Pública de TxDOT, Sarah Dupre, al teléfono (409) 898-5745. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para dar cabida a estas necesidades.

Si usted tiene alguna pregunta o preocupación relacionada con el proyecto propuesto o la audiencia en general, por favor, póngase en contacto con el Sr. Gil Wilson, Gerente de la Sección de Tren de Programas, en gil.wilson@txdot.gov.

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July 27, 2016 Website Notification

TxDOT is conducting a public hearing to present proposed rail improvements and receive public comment pertaining to the Neches River Bridge Study. The Draft Environmental Assessment (EA) will also be available for comment at a public hearing. The study team will then respond to those comments within the Final EA prior to the lead agency making the decision.

The public hearing scheduled for July 28, 2016, has been postponed and will be scheduled at a later date.

Get Involved

- Oct. 21, 2015 - Open House

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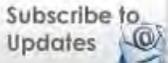
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Public Hearing - Neches River Bridge Study

[Home](#) > [Inside TxDOT](#) > [Get Involved](#) > [Hearings & Meetings](#) > [Schedule](#)

Where:	Beaumont Civic Center 701 Main St. Beaumont, TX 77701	When:	Thursday, Aug. 25, 2016 Displays available for review: 5:30 p.m. Formal hearing: 6:30 p.m.
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Purpose: TxDOT is conducting a public hearing to present proposed rail improvements and receive public comment pertaining to the [Neches River Bridge Study](#).

Description: The project begins east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont and ends near Old US 90 just west of Rose City in Orange County. The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River Rail Bridge, a single-track vertical lift span bridge owned and operated by KCS.

TxDOT is proposing to add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge in Jefferson and Orange counties. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f) of the U.S. Department of Transportation Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a base flood event. An individual Section 404 permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act.

Approximately 2 acres of additional right of way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area. A land use agreement would be required from the Texas General Land Office for the crossing of the Neches River. Although additional right of way is required, no residential structures or businesses would be displaced.

The Draft Environmental Assessment (EA) will also be available for comment at a public hearing. The study team will then respond to those comments within the Final EA prior to the lead agency making the decision.

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Schematics	Format
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Build Alternative 1 of 2



Build Alternative 2 of 2



Environmental Assessment

Format

Draft EA



Draft EA Appendix A - No Build Alternative



Draft EA Appendix B - Alternative Development Matrix



Draft EA Appendix C - Build Alternative (30% Design)



Draft EA Appendix D - Environmental Resource Exhibits



Draft EA Appendix E - Site Photographs



Draft EA Appendix F - Coordination



Contact: TxDOT Rail Programs
125 E. 11th St.
Austin, TX 78701

(512) 486-5137

[Email](#)

Posted Aug. 5, 2016.

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Neches River Bridge Study (Environmental Assessment)

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TxDOT is proposing to add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge in Jefferson and Orange counties. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) and Section 6(f) of the U.S. Department of Transportation Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) would apply to Riverfront Park. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. Although additional right of way is required, no residential structures or businesses would be displaced.

TxDOT is conducting a public hearing to present proposed rail improvements and receive public comment pertaining to the Neches River Bridge Study. The Draft Environmental Assessment (EA) will also be available for comment at a public hearing. The study team will then respond to those comments within the Final EA prior to the lead agency making the decision.

The [public hearing](#) is scheduled for Aug. 25, 2016.

Get Involved

- [Oct. 21, 2015 - Open House](#)

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Environmental Assessment

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Alternative Development and Screening Technical Report - February 2016	
Biological Resources Technical Report – November 2015	
Wetlands Technical Report - November 2015	
Water Resources Technical Report - November 2015	
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Contact

TxDOT Rail Programs
 125 E. 11th St.
 Austin, TX 78701

(512) 486-5137
[Email](#)

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Revised Notice

**Draft Environmental Assessment Available for Public Review
and
Public Hearing**

NECHES RIVER BRIDGE STUDY

**From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the
City of Beaumont to Old US-90 West of Rose City**

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, August 25, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

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Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) of the Land and Water Conservation Fund Act also applies to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Director, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Tuesday, September 6, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Director, at gil.wilson@txdot.gov.

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**Comunicado revisado
Proyecto de Evaluación Ambiental a disposición del público
Y
Audiencia pública**

ESTUDIO DE PUENTE DEL RIO NECHES

Desde el este de la calle Archie y las vías del tren del Kansas City Southern (KCS) en la Ciudad de Beaumont hasta Old US-90 al Oeste de la Ciudad de Rose

CSJ: 7220-01-001

Condados Jefferson y Orange, Texas

La Administración Federal de Ferrocarriles en conjunto con el Departamento de Transporte de Texas (TxDOT) están proponiendo agregar capacidad de vía para el cruce del corredor ferroviario del río Neches desde el este de la calle Archie y el sur de la línea de ferrocarril Kansas City (KCS) en la Ciudad de Beaumont hasta Old US-90, al oeste de la Ciudad de Rose en los condados de Jefferson y Orange, Texas. Como agencia estatal líder, TxDOT está liderando el desarrollo de la EA en nombre de la FRA, la agencia federal. La Guardia Costera de E.U. es una agencia de cooperación. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y el Título 40, Capítulo V, §1506, este comunicado informa al público que un proyecto de evaluación ambiental (EA) está disponible para revisión pública y que TxDOT estará llevando a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el Jueves 25 de Agosto del 2016, en el Centro Cívico de Beaumont, 701 Main Street, Beaumont, Texas 77701. Habrá exhibiciones disponibles para observar a las 5:30 PM de la tarde, con la audiencia formal a partir de las 6:30 PM. El propósito de la audiencia es presentar las mejoras previstas y para recibir comentarios del público sobre el proyecto propuesto.

La instalación existente es el principal corredor ferroviario de este a oeste a través de la Ciudad de Beaumont, e incluye el único cruce del río en la región, el puente ferroviario del Río Neches, un puente de vía única con tramo de elevación vertical propiedad y operado por KCS. El proyecto sumaría otra vía adicional sobre el Río Neches, lo que requiere la construcción y operación de un puente de elevación adicional al norte del puente ferroviario existente. El término al oeste comienza a unos 170 pies al este de la intersección de la calle Archie y la línea ferroviaria Kansas City Southern (KCS) en la Ciudad de Beaumont, Jefferson County, Texas. El término del este está situado cerca de la antigua alineación de US-90 justo al oeste de la Ciudad de Rose en el Condado de Orange, Texas. El tramo del proyecto es de 1.68 millas.

La anchura del derecho de paso del ferrocarril existente KCS es entre 60 a 225 pies. Aproximadamente 2.0 acres de derecho adicional de paso serían adquiridos, así como una servidumbre temporal de 21.5 acres para una área de almacenamiento de la construcción de tendido, y un uso del terreno acuerdo a TGLO para el cruce del Río Neches.

Aunque se requiere derecho de paso adicional, no habrá estructuras residenciales o negocios que serían desplazados. Información relativa a los servicios y beneficios disponibles para los

propietarios afectados y la información sobre el calendario provisional para la adquisición del derecho de paso se puede obtener de la Oficina de Distrito de TxDOT Beaumont en la dirección que se indica abajo.

El proyecto ocurriría dentro de las planicies de inundación reguladas; Sin embargo, el proyecto no aumentaría elevaciones de la superficie del agua durante un Evento de Inundación de Nivel Básico. Se obtendría un permiso individual Sección 404 de los impactos a los humedales. El proyecto no tendría ningún efecto adverso a las propiedades protegidas bajo la Sección 106 de la Ley Nacional de Preservación Histórica. El proyecto estaría sujeto al Capítulo 26 del Código de Parques y Vida Silvestre de Texas para la toma de tierra asociada con el Parque Riverfront. La Sección 4(f) de la ley del Departamento de Transporte (DOT) también se aplicaría. Se prevé que la Sección 4(f) la determinación de minimis se llevaría a cabo para el Riverfront Park y el Departamento de Policía de Beaumont. La Sección 6(f) de la Ley de Fondos de Conservación de Tierra y Agua se aplicaría igualmente al Riverfront Park.

Los mapas del plan preliminar de EA, muestran la ubicación y diseño del proyecto, el cronograma tentativo de construcción y otra información relacionada con el proyecto están archivados y disponibles para inspección de Lunes a Viernes entre 8:00 AM y 5:00 PM, en la Oficina de TxDOT del Distrito Beaumont, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, y en línea en: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. Esta información también estará disponible para su inspección en la audiencia. Se solicitan comentarios verbales y por escrito del parte del público en relación con el proyecto y se pueden presentar en la audiencia, o presentarse en persona, o por correo al Sr. Gil Wilson, Director de la Sección de Programas de Vías, TxDOT División de Vías, 125 East 11th Street, Austin, Texas 78701-2483 o por correo electrónico a gil.wilson@txdot.gov. Los comentarios deben ser recibidos el, o antes del Martes, 6 de septiembre de, 2016, para formar parte del registro oficial de audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o alojamientos, tales como la necesidad de un intérprete, los invitamos a comunicarse con la Oficial de Información Pública de TxDOT, Sarah Dupre, al teléfono (409) 898-5745. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para dar cabida a estas necesidades.

Si usted tiene alguna pregunta o preocupación relacionada con el proyecto propuesto o la audiencia en general, por favor, póngase en contacto con el Sr. Gil Wilson, Director de la Sección de Programas de Vías, en gil.wilson@txdot.gov.

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**Draft Environmental Assessment Available for Public Review
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NECHES RIVER BRIDGE STUDY

**From East of Archie Street and the Kansas City Southern (KCS) Railway Line in the
City of Beaumont to Old US-90 West of Rose City**

CSJ: 7220-01-001

Jefferson and Orange Counties, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the Federal Railroad Administration, is proposing to add track capacity to the rail corridor crossing of the Neches River from east of Archie Street and the Kansas City Southern (KCS) Railway line in the City of Beaumont to Old US-90 just west of Rose City in Jefferson and Orange counties, Texas. As the lead state agency, TxDOT is leading the development of the environmental assessment (EA) on behalf of the FRA, the federal lead agency. The U.S. Coast Guard is a cooperating agency. Pursuant to Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, §2.107 and §2.108 and Code of Federal Regulations, Title 23, Chapter I, Subchapter H, §771.111 and Title 40, Chapter V, §1506, this notice advises the public that a draft EA is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Thursday, August 25, 2016, at the Beaumont Civic Center, 701 Main Street, Beaumont, Texas 77701. Displays will be available for viewing at 5:30 PM with the formal hearing starting at 6:30 PM. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The existing facility is the primary east-west rail corridor through the City of Beaumont and includes the only river crossing in the region, the Neches River rail bridge, a single-track vertical lift span bridge owned and operated by KCS. The project would add an additional track over the Neches River, which requires construction and operation of an additional lift bridge north of the existing rail bridge. The western terminus begins about 170 feet east of the intersection of Archie Street and the KCS Railway line in the City of Beaumont, Jefferson County, Texas. The eastern terminus is located near the Old US-90 alignment just west of Rose City in Orange County, Texas. The project length is 1.68 miles.

The existing and proposed railroad right-of-way width is between 60 to 225 feet. Approximately 2.0 acres of additional right-of-way would be acquired, as well as a temporary easement for 21.5 acres for a construction laydown/staging area and a land use agreement from the TGLO for the crossing of the Neches River.

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MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY

An Equal Opportunity Employer

Although additional right-of-way is required, no residential structures or businesses would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for right-of-way acquisition may be obtained from the TxDOT Beaumont District Office at the address listed below.

The project would occur within regulated floodplains; however, the project would not increase water surface elevations during a Base Flood Event. An individual Section 404 Permit would be obtained for impacts to wetlands. The project would have no adverse effect to properties protected under Section 106 of the National Historic Preservation Act. The project would be subject to Chapter 26 of the Texas Parks and Wildlife Code for the taking of land associated with the Riverfront Park. Section 4(f) of the U.S. Department of Transportation (DOT) Act would also apply. It is anticipated that a de minimis Section 4(f) determination would be pursued for the Riverfront Park and Beaumont Police Department. Section 6(f) of the Land and Water Conservation Fund Act also applies to Riverfront Park.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, and online at: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to Mr. Gil Wilson, Rail Programs Section Director, TxDOT Rail Division, 125 East 11th Street, Austin, Texas 78701-2483 or by email to gil.wilson@txdot.gov. Comments must be received on or before Thursday, September 9, 2016, to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Mr. Gil Wilson, Rail Programs Section Director, at gil.wilson@txdot.gov.



**Comunicado revisado
Proyecto de Evaluación Ambiental a disposición del público
Y
Audiencia pública**

ESTUDIO DE PUENTE DEL RIO NECHES

Desde el este de la calle Archie y las vías del tren del Kansas City Southern (KCS) en la Ciudad de Beaumont hasta Old US-90 al Oeste de la Ciudad de Rose

CSJ: 7220-01-001

Condados Jefferson y Orange, Texas

La Administración Federal de Ferrocarriles en conjunto con el Departamento de Transporte de Texas (TxDOT) están proponiendo agregar capacidad de vía para el cruce del corredor ferroviario del río Neches desde el este de la calle Archie y el sur de la línea de ferrocarril Kansas City (KCS) en la Ciudad de Beaumont hasta Old US-90, al oeste de la Ciudad de Rose en los condados de Jefferson y Orange, Texas. Como agencia estatal líder, TxDOT está liderando el desarrollo de la EA en nombre de la FRA, la agencia federal. La Guardia Costera de E.U. es una agencia de cooperación. De conformidad con el Código Administrativo de Texas, Título 43, Parte 1, Capítulo 2, Subcapítulo E, §2.107 y §2.108 y el Código de Regulaciones Federales, Título 23, Capítulo I, Subcapítulo H, §771.111 y el Título 40, Capítulo V, §1506, este comunicado informa al público que un proyecto de evaluación ambiental (EA) está disponible para revisión pública y que TxDOT estará llevando a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el Jueves 25 de Agosto del 2016, en el Centro Cívico de Beaumont, 701 Main Street, Beaumont, Texas 77701. Habrá exhibiciones disponibles para observar a las 5:30 PM de la tarde, con la audiencia formal a partir de las 6:30 PM. El propósito de la audiencia es presentar las mejoras previstas y para recibir comentarios del público sobre el proyecto propuesto.

La instalación existente es el principal corredor ferroviario de este a oeste a través de la Ciudad de Beaumont, e incluye el único cruce del río en la región, el puente ferroviario del Río Neches, un puente de vía única con tramo de elevación vertical propiedad y operado por KCS. El proyecto sumaría otra vía adicional sobre el Río Neches, lo que requiere la construcción y operación de un puente de elevación adicional al norte del puente ferroviario existente. El término al oeste comienza a unos 170 pies al este de la intersección de la calle Archie y la línea ferroviaria Kansas City Southern (KCS) en la Ciudad de Beaumont, Jefferson County, Texas. El término del este está situado cerca de la antigua alineación de US-90 justo al oeste de la Ciudad de Rose en el Condado de Orange, Texas. El tramo del proyecto es de 1.68 millas.

La anchura del derecho de paso del ferrocarril existente KCS es entre 60 a 225 pies. Aproximadamente 2.0 acres de derecho adicional de paso serían adquiridos, así como una servidumbre temporal de 21.5 acres para una área de almacenamiento de la construcción de tendido, y un uso del terreno acuerdo a TGLO para el cruce del Río Neches.

Aunque se requiere derecho de paso adicional, no habrá estructuras residenciales o negocios que serían desplazados. Información relativa a los servicios y beneficios disponibles para los

propietarios afectados y la información sobre el calendario provisional para la adquisición del derecho de paso se puede obtener de la Oficina de Distrito de TxDOT Beaumont en la dirección que se indica abajo.

El proyecto ocurriría dentro de las planicies de inundación reguladas; Sin embargo, el proyecto no aumentaría elevaciones de la superficie del agua durante un Evento de Inundación de Nivel Básico. Se obtendría un permiso individual Sección 404 de los impactos a los humedales. El proyecto no tendría ningún efecto adverso a las propiedades protegidas bajo la Sección 106 de la Ley Nacional de Preservación Histórica. El proyecto estaría sujeto al Capítulo 26 del Código de Parques y Vida Silvestre de Texas para la toma de tierra asociada con el Parque Riverfront. La Sección 4(f) de la ley del Departamento de Transporte (DOT) también se aplicaría. Se prevé que la Sección 4(f) la determinación de minimis se llevaría a cabo para el Riverfront Park y el Departamento de Policía de Beaumont. La Sección 6(f) de la Ley de Fondos de Conservación de Tierra y Agua se aplicaría igualmente al Riverfront Park.

Los mapas del plan preliminar de EA, muestran la ubicación y diseño del proyecto, el cronograma tentativo de construcción y otra información relacionada con el proyecto están archivados y disponibles para inspección de Lunes a Viernes entre 8:00 AM y 5:00 PM, en la Oficina de TxDOT del Distrito Beaumont, 8350 Eastex Freeway, Beaumont, Texas 77708, (409) 898-5745, y en línea en: <http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html>. Esta información también estará disponible para su inspección en la audiencia. Se solicitan comentarios verbales y por escrito del parte del público en relación con el proyecto y se pueden presentar en la audiencia, o presentarse en persona, o por correo al Sr. Gil Wilson, Director de la Sección de Programas de Vías, TxDOT División de Vías, 125 East 11th Street, Austin, Texas 78701-2483 o por correo electrónico a gil.wilson@txdot.gov. Los comentarios deben ser recibidos el, o antes de viernes, 09 de septiembre de 2016, para formar parte del registro oficial de audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tengan necesidades especiales de comunicación o alojamientos, tales como la necesidad de un intérprete, los invitamos a comunicarse con la Oficial de Información Pública de TxDOT, Sarah Dupre, al teléfono (409) 898-5745. Las solicitudes deben hacerse por lo menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para dar cabida a estas necesidades.

Si usted tiene alguna pregunta o preocupación relacionada con el proyecto propuesto o la audiencia en general, por favor, póngase en contacto con el Sr. Gil Wilson, Director de la Sección de Programas de Vías, en gil.wilson@txdot.gov.

NUESTRAS METAS

MANTENER UN SISTEMA SEGURO ▪ REDUCIR LA CONGESTION ▪ CONECTAR LAS COMUNIDADES EN TEXAS ▪ SER LA MEJOR AGENCIA DEL ESTADO
Un empleador que ofrece igualdad de oportunidades



D. Sign-in Sheets

- Citizens
- Elected Officials
- Media
- Staff

**Neches River Bridge Study
Public Hearing**

25 August 2016

Beaumont Civic Center

Citizen

ELECTED OFFICIALS SIGN-IN SHEET

(Please Print Your Information)



Name	Company / Organization	Email
TERRY D. STOLK	Public	
DAVID PARRAS		
DAVID PARRAS		
Ellen Buchner	Sierra Club	
STEWART LEWIS	PLANK HILL WATER	
Bob Dick		
MARY BERNARD	Sierra Club	
John R. Worby	Eastham Forge, Inc.	
HR. STEVENSON	Parkwood Golf Course	
MARINE JOHNSTON	Sierra Club	
JIM LIVINGSTON	LIVESTOCK ASSOCIATION	
TRACE WALKER	BIG THULEY ASSOC.	
Leah Duplantier	BO-MAC Contractors	

Neches River Bridge Study
Public Hearing
 25 August 2016
 Beaumont Civic Center



CITIZEN SIGN-IN SHEET

(Please Print Your Information)

Name	Company / Organization	Email	Zip Code
LEO CRAIG	MULTATECA BUS.	[REDACTED]	96017
ADDISON DUFFEE	SELF	[REDACTED]	7706
KAYE DUFFEE	SELF	[REDACTED]	7706
Jen King	CAW	[REDACTED]	.COM

Neches River Bridge Study
Public Hearing
 25 August 2016
 Beaumont Civic Center



STAFF SIGN-IN SHEET

(Please Print Your Information)

Name	Company / Organization	Email
Lorraine Richards	Baker	
Yohana Hendo	Baker Baker	
Steven Brock	TxDOT	
Gil Wilson	TxDOT	
Carolyn A Nelson	TxDOT	
Anne-Lisa Larson	TxDOT	
Melissa Neely	TxDOT	
Quentin Huckaby	TxDOT	
Heather Carman	TxDOT	
Adam Saak		
DAVID FRANK	USCG	
Scott Whalen	USCG	
DAN HARMON	TxDOT	
Stephanie	USCG	

**Neches River Bridge Study
Public Hearing**
25 August 2016
Beaumont Civic Center



STAFF SIGN-IN SHEET

(Please Print Your Information)

Name	Company / Organization	Email
Suzanne Dupre	TxDOT	[Redacted]
Tucker Ferguson	TxDOT	[Redacted]
Thomas Munson	TransSystems	[Redacted]
Sara Clark	TransSystems	[Redacted]
Matt Backley	Michael Baker Corp.	[Redacted]



E. Verbatim Transcript

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TEXAS DEPARTMENT OF TRANSPORTATION

NECHES RIVER BRIDGE STUDY

PUBLIC HEARING

August 25, 2016

ORIGINAL

1 NECHES RIVER BRIDGE STUDY PUBLIC HEARING

2 MR. DAN HARMON: Good evening, everyone.
3 We're getting ready to start. So, if you'd like to take
4 a seat.

5 My name is Dan Harmon. I am the interim
6 director of the Rail Division for the Texas Department
7 of Transportation and I will serve as the official
8 public hearing officer for tonight's hearing.

9 I'd also like to introduce Gil Wilson -- I
10 think he just left the room, but I'll point him out
11 later on -- and Tucker Ferguson, our district engineer
12 from the Beaumont district.

13 On behalf of TxDOT I'd like to thank you
14 for coming tonight. The purpose of this public hearing
15 is to present information about the Neches River Bridge
16 Study and to give you an opportunity to comment on the
17 Environmental Assessment prepared for it.

18 The study addresses an additional railroad
19 track over the Neches River, which requires construction
20 and operation of an additional lift bridge north of the
21 existing rail bridge.

22 The project begins near Archie Street and
23 the KCS Railway line in the City of Beaumont, Jefferson
24 County, Texas, and ends near the Old US 90 alignment
25 just west of Rose City in Orange County, Texas.

1 TxDOT is funding the current study and
2 leading development of the Environmental Assessment in
3 cooperation with the Federal Railroad Administration.

4 Once funding for construction is defined,
5 the final Environmental Assessment that includes input
6 from this Public Hearing will be completed and
7 ultimately an environmental decision made.

8 If the F.R.A. does not award a grant or
9 approve a loan for the project, the project may advance
10 without their involvement.

11 Displays were available for viewing at 5:30
12 and we've commenced the formal hearing now at 6:30. The
13 comment portion of the hearing will follow the technical
14 presentation and will remain open until all speakers
15 have been heard.

16 If you didn't receive a comment form when
17 you arrived, they are located at the sign-in table as
18 you enter the building. Also, if you did not sign when
19 you arrived, please do so before you leave this evening.
20 The sign-in sheets are at the registration table, and
21 they're a record of everyone's attendance. So, it's
22 very important.

23 Hopefully you've had a chance to see the
24 Open House and visit with the staff team members.

25 In just a minute we'll have a formal

1 technical presentation from Matt Barkley, who is the
2 project manager from Michael Baker International and he
3 is going to describe those improvements and provide an
4 overview of the draft environmental process.

5 Following the presentation we'll take
6 verbal comments from the audience. Again please fill
7 out a speaker form if you wish to make comments. These
8 cards again are located at the speaker registration
9 table.

10 If you have questions, please visit the
11 Open House area to speak to the members of the team. We
12 have professionals here who will be here throughout the
13 remainder of the evening to answer any questions.

14 The public hearing will follow a formal
15 process during the verbal comment portion. We're only
16 gonna receive public testimony. We're not -- we don't
17 answer any questions during the formal hearing portion.

18 We've also got a court reporter who's gonna
19 record the proceedings. So, they will be part of the
20 public record.

21 Comments received in writing or provided
22 individually to the court reporter will be given the
23 same consideration as verbal testimony provided during
24 this formal hearing.

25 A comment form was provided as a handout

1 when you signed in. You can complete this form tonight
2 and leave it in the comment box if you wish. You can
3 also mail comments directly to TxDOT. The mail and
4 e-mail addresses for submitting comments are shown on
5 the comment form. And they're up there (indicating).

6 All comments must be received on or before
7 Friday, September 9th, 2016, to be included in the
8 public hearing record. Comments will be reviewed and
9 considered as part of the development of the Final
10 Environmental Assessment.

11 I'd now like to introduce Matt Barkley,
12 project manager for the study team, who will talk about
13 the technical side of the project.

14 MR. MATT BARKLEY: Thank you, Dan.

15 In the technical presentation I'm gonna
16 give you an overview of the project, explain the
17 environmental process and how the stakeholders and the
18 public have been engaged in this process since it
19 started. I will also summarize the alternatives
20 analysis process and findings of the Draft Environmental
21 Assessment.

22 This rail corridor is of local, regional
23 and national importance. The existing facility is the
24 primary east-west rail corridor through the City of
25 Beaumont and includes the only river crossing in the

1 region.

2 The Neches River rail bridge is a
3 single-track vertical span bridge owned and operated by
4 KCS. This crossing is the No. 2 choke point in the
5 State of Texas.

6 As Dan noted, the proposed project would
7 add an additional track over the Neches River which
8 requires construction and operation of an additional
9 lift bridge north of the existing rail bridge.

10 The western terminus begins about 170 feet
11 east of the intersection of Archie Street and the KCS
12 Railway line in the City of Beaumont, Jefferson County,
13 Texas. The eastern terminus is located near the Old
14 US 90 alignment just west of Rose City in Orange County,
15 Texas. Project length is approximately 1.68 miles.

16 Key part of the environmental process
17 includes developing a purpose and needs statement. The
18 basis for the purpose and needs statement was
19 established as part of the feasibility study that TxDOT
20 conducted for this corridor back in 2013. Stakeholders
21 were involved in finalizing that as part of the current
22 study.

23 The purpose of the project is to improve
24 rail operations through the Beaumont area by providing a
25 second crossing of the Neches River to support and

1 enhance industrial facilities that use rail, marine, and
2 highway services.

3 Improved movement and interface of these
4 modes would benefit the Beaumont region in terms of
5 development and economic growth, which are top
6 priorities of stakeholders and people in the region.

7 The need for the project is because
8 existing rail operations are affected by track capacity,
9 track switching, industrial service access, and bridge
10 openings for marine vessel traffic.

11 In the future rail traffic across the river
12 is expected to increase with both through traffic along
13 the national corridor as well as the local rail traffic
14 serving the region's existing and expanding industrial
15 facilities.

16 With or without the project, rail traffic
17 throughout the region's network is forecasted to
18 increase from 287 trains per week to 582 trains per week
19 by the year 2035. Without improvements, operations will
20 continue to deteriorate with this increase in rail
21 traffic.

22 The Neches River Bridge study began in
23 early 2015. Stakeholders were engaged early to help
24 formulate and review the purpose and need, as well as
25 the alternatives that we consider. Environmental

1 surveys were also initiated then.

2 In the September 2015 stakeholder meeting,
3 the Coast Guard identified an additional alternative
4 that should be considered.

5 In October of 2015 the purpose and need and
6 the alternatives were presented to the public at an Open
7 House for further consideration.

8 Information received from the stakeholder
9 engagement and environmental surveys were used to
10 develop the 30 percent design, and the Draft EA was
11 written.

12 Prior to releasing the document for public
13 review, comments from TxDOT and F.R.A. were addressed
14 and the U.S. Coast Guard serving as cooperating agency
15 was offered the opportunity to provide comments as well.

16 Content of the hearing tonight presents
17 information from the Draft Environmental Assessment,
18 which is currently available for review and comment.

19 Input from this review will then be
20 incorporated into the Final Environmental Assessment and
21 an environmental decision made as to whether a preferred
22 alternative has the potential to result in significant
23 impacts.

24 As you saw in the project schedule,
25 stakeholders and other interested parties have been

1 engaged at key points of the project's development to
2 bring important information to the table and help to
3 ensure issues and concerns are addressed early.

4 For this project, bringing railroads,
5 industry that relies on the railroads, local entities
6 and resource agencies together has helped build an
7 understanding of the need for the project and the best
8 solutions to solve these needs.

9 The No Build Alternative, of course, is
10 always considered in the Environmental Assessment as a
11 baseline against which any Build Alternatives are
12 compared specific to environmental impacts.

13 The No Build Alternative includes
14 preservation of the existing rail network. There are
15 also several projects within -- within the study area
16 that may occur with or without this project. These
17 independent projects are considered part of the baseline
18 condition in the No Build Alternative.

19 If nothing else is done, the model shows
20 that train delays would rise from nine delay hours per
21 day currently to almost 70 delay hours in 2035.

22 To develop and screen Build Alternatives,
23 the team used a phased approach using both qualitative
24 and quantitative criteria.

25 The first phase was conducted as part of

1 the feasibility study done in 2013.

2 The second phase was conducted on the
3 initial alternatives developed when we started in 2015.

4 The third phase was added to consider the
5 additional alternative requested by the Coast Guard.

6 I'll walk you through these phases in the
7 next few slides.

8 First the TxDOT feasibility study evaluated
9 three alternative concepts: a new lift bridge adjacent
10 to the existing lift bridge, a stationary bridge on new
11 alignment near I-10, and a lift bridge on new alignment
12 that generally followed Pine Street. The first two
13 options were advanced for further consideration.

14 Phase 2 included developing four conceptual
15 alignments and bridge options to a 10 percent design
16 level. Alternatives E-1 and E-2 paralleled the existing
17 alignment and Alternatives N-1 and N-2 crossed on a new
18 alignment near I-10. Bridge options included a lift
19 bridge as well as a fixed bridge.

20 While each of these alternatives performed
21 adequately in the evaluation process, Alternative E-1
22 was identified as the best option to advance because it
23 had minimal impacts and it was also the lowest cost.

24 As mentioned previously, when Phase 2
25 alternatives were presented to stakeholders in

1 September, 2015, Coast Guard recommended adding an
2 additional alternative that would replace the existing
3 bridge with a new double track lift bridge. This
4 alternative was also developed at 10 percent design and
5 then evaluated against Alternative E-1.

6 While this alternative offered some
7 advantages in the evaluation process, Alternative E-1
8 was identified the best option to advance since the
9 double track bridge would have had an adverse effect on
10 a bridge recommended eligible for the National Register
11 of Historic Places. Alternative E-1 was also the lowest
12 cost and had also the least impacts.

13 Alternative E-1 was subsequently developed
14 to 30 percent design, which is the recommended preferred
15 alternative that is presented along with the No Build
16 and the Draft Environmental Assessment.

17 It includes a lift bridge that matches the
18 existing KCS's lift bridge vertical and horizontal
19 clearances in both the locked and up positions. Impacts
20 are avoided or minimized by shifting the proposed center
21 line closer to the existing bridge.

22 Build Alternative functions independently
23 of other projects in local plans and was designed to be
24 compatible with the projects listed in these plans.

25 Delay hours would be 23.4 hours per day

1 with preferred alternatives substantially less than the
2 69.7 recognized under the No Build.

3 Three regulations played a key role in the
4 alternative decision making process. First of these was
5 Section 106 of the National Historic Preservation Act.
6 Second one was Section 4(f) of the United States
7 Department of Transportation Act. And the third one was
8 Section 4 of the -- Section 404 of the Clean Water Act.

9 I'll explain a bit more about these in a
10 moment.

11 Alternative E-1 satisfies the requirements
12 of Section 106 and it would avoid impact -- adverse
13 impacts to historic properties including the existing
14 Neches River Bridge.

15 Alternative E-1 meets the intent of Section
16 4(f) in that it satisfies the purpose and need for the
17 project and reduces impacts to Section 4(f) resources to
18 a de minimis level.

19 Alternative E-1 is also the least damaging
20 environmentally practical alternative from a Section 404
21 permitting perspective.

22 The Draft Environmental Assessment is the
23 document currently available for review and comment. An
24 Environmental Assessment is used to make informed
25 decisions about the project. It includes a statement

1 about the purpose and need that sets the framework for
2 developing alternatives.

3 The Environmental Assessment identifies the
4 impacts of the Build Alternative and the No Build
5 Alternative. Again the No Build is a baseline which all
6 the Build Alternatives were compared with respect to
7 environmental effects.

8 The Build Alternative is also recommended
9 as a preferred alternative.

10 Mitigation to offset adverse impacts are
11 also included in the Draft Environmental Assessment.

12 In terms of water resources and wetlands,
13 several regulatory requirements must be met and
14 satisfied. For example, to comply with Clean Water Act,
15 an individual Section 404 permit would be obtained from
16 the U.S. Army Corps of Engineers for up to 12.29 acres
17 of impacts to what -- to wetlands and waters of the U.S.

18 U.S. Coast Guard bridge permit would be
19 obtained to ensure the bridge design meets navigational
20 requirements. Since the project is located within a
21 FEMA special flood hazard area, modeling of the
22 project's final design is reviewed with local floodplain
23 coordinators to ensure there is not an unacceptable
24 increase in water surface elevations during the base
25 100-year flood event.

1 Section 303(d) of the Clean Water Act
2 protects water quality of impaired water bodies such as
3 the Neches River.

4 The TCEQ Texas Pollution Discharge
5 Elimination System Construction General Permit includes
6 the use of best management practices to control
7 pollutants during construction.

8 The Neches River and surrounding area is
9 also important biologically. Project impacts about
10 24 acres of Chenier Plain Mixed Life Oak Forest and just
11 under 1 acre of riparian vegetation for which the Texas
12 Parks & Wildlife Department has requested consideration
13 of nonregulatory mitigation.

14 Impacts to essential fish habitat include
15 the loss of about .14 acres of unvegetated substrate
16 within the Neches River for placement of the bridge
17 piers.

18 Special construction techniques would
19 minimize impacts to fish from noise, vibration, and
20 turbidity.

21 City of Beaumont's Downtown Historic
22 District is adjacent to the rail corridor. Project
23 would have no effect on two properties on Orleans Street
24 that contribute to the district and would have no
25 adverse effect to the Neches River Bridge and the Police

1 Department building, which are individually eligible for
2 the National Register of Historic Places.

3 The project benefits to air quality include
4 reduced idle emissions by 9.1 annual tons per year when
5 compared to a No Build Alternative.

6 The existing noise environment is dominated
7 by rail noise including horn blowing. The Build
8 Alternative would have a noise impact at four sites and
9 two moderate vibration impacts which would be noticeable
10 but are unlikely to cause property damage.

11 Since the alignment follows an existing
12 rail corridor, there is minimal disruption to the
13 community or risk to public health.

14 Economic conditions may be positively
15 affected through more efficient movement of goods and
16 services.

17 Approximately 2 acres of additional
18 right-of-way from the City of Beaumont and the Port of
19 Beaumont would need to be acquired as well as a
20 temporary easement for 21 and a half acres for
21 construction staging and then a land use agreement from
22 the Texas General Land Office for the actual crossing of
23 the Neches River itself.

24 Although additional right-of-way is
25 required, no residential structures or businesses would

1 be displaced. Acquisition of property would be
2 conducted in accordance with the Uniform Relocation
3 Assistance and Rail Property Acquisition Policies Act of
4 1970 as amended.

5 Acquisition of property also needs to
6 comply with conditions outlined in Section 4(f), 6(f)
7 and Chapter 26 of the Texas Parks & Wildlife Code.

8 Section 4(f) applies to publicly owned
9 parks, recreation areas or wildlife and water fowl
10 refuges of national, state or local significance or land
11 of a historic site of national, state or local
12 significance when a transportation project receives
13 funding or requires approval from a US DOT agency.

14 A de minimus finding is anticipated for
15 minor property takes from the Police Department and the
16 Riverfront Park.

17 Section 6(f) applies to recreational
18 facilities receiving funding under the Land and Water
19 Conservation Fund Act. Conversion of a use occurs only
20 if the National Park Service approves the substitution
21 of property of reasonably equivalent usefulness,
22 location and fair market value.

23 Acquisition of land from the Riverfront
24 Park would be acquired in accordance with these
25 conditions.

1 Chapter 26 findings indicate there's no
2 feasible and prudent alternative to the use or taking of
3 certain kinds of public lands for transportation project
4 and that all reasonable planning to minimize harm has
5 been undertaken.

6 The Build Alternative satisfies these
7 requirements with respect to the Riverfront Park.

8 Comments are currently being sought on the
9 Draft Environmental Assessment. The Final Environmental
10 Assessment reflecting input received on the draft is
11 submitted for agency review and then a funding strategy
12 for design and construction needs to be identified
13 before an environmental decision can be made.

14 This concludes the technical presentation,
15 and I'm gonna turn it back over to Dan to facilitate
16 receiving any verbal comments from anybody who would
17 choose to do so in the audience.

18 You will have three minutes. If you would
19 like to leave a comment, you'll have three minutes to do
20 that; and it will be recorded verbatim and included as
21 part of the official record.

22 You can also leave written comments. Those
23 will be part of the record as well, or e-mail them, or
24 any other method that's listed on the comment form or
25 comment board.

1 So, with that I'll turn it back over to
2 Dan.

3 MR. DAN HARMON: Okay. Thank you very
4 much.

5 At this time I'd like to recognize the
6 Orange County Commissioner, Mr. Jody Crump. Did you
7 want to say anything, sir, or add any comments?

8 MR. JODY CRUMP: (No verbal response).

9 MR. DAN HARMON: Okay. As Matt mentioned,
10 we're now at the formal comment period. We'll begin
11 taking public comments. Please limit your comments to
12 three minutes. Again we cannot answer any questions;
13 and if you have not filled out a comment card, please do
14 so at this time.

15 I will now open it up for comments.

16 (No response)

17 MR. DAN HARMON: Okay. Well, if there are
18 no comments, then we'll go ahead and close the hearing
19 for the evening.

20 Thank you very much for your attendance
21 tonight.

22 (Conclusion of Public Hearing)

23

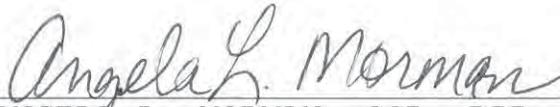
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1 THE STATE OF TEXAS
2 COUNTY OF JEFFERSON

3
4 I, Angela L. Morman, a Certified Shorthand Reporter
5 in and for the State of Texas, hereby certify that this
6 transcript of the proceedings was prepared by me and is
7 a complete and correct transcript of the proceedings.

8
9 GIVEN UNDER MY HAND AND SEAL OF OFFICE in Beaumont,
10 Texas, on this the 29th day of August, 2016.

11
12
13
14 

15 ANGELA L. MORMAN, CSR, RPR, TCRR, CRR
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F. Comments Received

- Comment No. 1 – Mannchen, Lone Star Sierra Club
- Comment No. 2 – Buchanan, Golden Triangle Sierra Club
- Comment No. 3 – Paderas
- Comment No. 4 – Buchanan, Golden Triangle Sierra Club



Houston Regional Group

July 19, 2016

Mr. Gil Wilson
Rail Programs Section Director
Rail Division
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

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The Sierra Club supports mitigation for the estimated 12.29 acres of wetlands that will be destroyed by this proposal. **However, the Sierra Club recommends that the Pineywoods Mitigation Bank (PWMB) not be used. The PWMB was set-up in the Mid-Neches River Corridor. The impacts that will occur due to this proposal are in the Lower Neches River Corridor. To mitigate wetland impacts the protected or created wetlands should be as close to the site of disturbance as possible and within the same approximate watershed location.**

It makes more ecological and biological sense to mitigate within BTNP on the Neches River. The Sierra Club recommends that this mitigation occur via either TxDOT buying a suitable, equivalent tract of bottomland hardwood forested wetlands and or palustrine emergent wetlands and give the tract to BTNP, or buy

a tract and give it to a suitable land trust for management, or give an equivalent amount of money to buy such a tract to the National Park Service (NPS) or a land trust that will after the mitigation site has been bought transfer that property to the NPS. **In this way the wetland mitigation will be provided for much closer to the site of loss than if the PWMB was used.**

13) **Page 58, 4.6.2 Other Waters of the U.S.**, TxDOT states that "The USCG indicates that a navigation evaluation should be conducted early in the project planning". If this is true, then TxDOT must state why this evaluation has not been done and is not in the EA for the public to review, comment on, and understand.

14) **Page 59, 4.6.3 Floodplains and Page 89, 4.12.3 Water and Biological Resources**, TxDOT states that "It is anticipated that construction of the Build Alternative would not increase water surface elevations during a Base Flood Event." If this is true, TxDOT should state why this is true. The pilings that holdup the additional railroad track and lift bridge and the existing track and lift bridge will impede the flow of water and either slow it down, and cause additional sediment dropout, or will deflect the water so it will go somewhere else. TxDOT does not state where that somewhere else is and what will be affected by these deflected waters. TxDOT should also state where the sediment will dropout with the change in course and speed of the river. TxDOT must show where the PCB contaminated sediment is located with regard to the proposed bridge and how water flow changes will affect movement of this contaminated sediment.

15) **Pages 59 to 60, 4.6.4 Water Quality**, there is no discussion about possible leaks from rail cars or locomotives that could result in additional oil/grease sheens and toxic water pollutants dripping or spilling into the Neches River. TxDOT must state how this type of water pollutant incident will be prevented and how it will be addressed if it occurs.

16) **Page 83, 4.11 Use of Energy**, TxDOT states that there would be a positive impact on energy use because of decreased idling times, etc. However TxDOT says nothing about the increase in energy use when the number of trains in 19 years goes from 287/week to 582/week. TxDOT must include this increase in trains as an energy use increase and calculate what this means for energy use, air pollution, and climate change gases.

17) **Page 94, 4.13.1.1 Induced Growth Impacts Analysis**, TxDOT says that the primary purpose of the project is to "improve rail operations". However, it appears that the primary purpose is to increase the number of trains that come through in a week. In other words, increasing the capacity of this stretch of rail line. If the rail operations are indeed improved then the statement, "Therefore, it is anticipated that any potential for induced growth would be limited to industrial facilities supported by rail" is not true since if roads are not clogged as much then large trucks will not be delayed as much and their use will increase and not just

to industrial facilities. TxDOT's statement "that there would be no inducted growth" makes no sense because better use or and more use of freight rail will allow industrial facilities to operate better and perhaps create opportunities for the growth of those facilities including additional air pollution, water pollution, and hazardous and solid waste generation.

TxDOT refers to a "large Superfund site" which is located nearby but does not state how or if the proposal will make it easier or more difficult to clean-up that site.

18) **Page 96, Table 36**, TxDOT does not provide a methodology to the public about how it either quantitatively or qualitatively measures the impacts of encroachment including statements that it "would be minimal" and "would not be substantial". TxDOT does not provide the public with its methodology and what standards are used to rate encroachment impacts.

19) **Pages 97-101, 4.13.2 Cumulative Impacts**, TxDOT fails to provide any quantitative water quality impacts that an increase in barge traffic will have. TxDOT says that "these potential impacts are not reasonably quantifiable at this time" and provides no documentation that this statement is true. The onus is on TxDOT to prove that statement and if it is, to provide qualitative impact analysis, assessment, and evaluation.

Page 98, TxDOT fails to provide any quantitative information about cumulative actions that relate to transportation, rail, and industrial facility development in the future for the next 19 years. TxDOT also fails to define what a "negligible" cumulative effect is and provide a methodology for how this effect was derived and what it was based upon.

TxDOT should list the proposed toll road, from Vidor to Beaumont, as a cumulative future foreseeable action with environmental impacts and provide analysis, assessment, and evaluation about those environmental impacts as part of the cumulative actions and impacts analyzed by this proposal.

Page 100, TxDOT fails to include public health and safety impacts due to accidents from trains and rail cars and how this could affect the public. TxDOT fails to state what methodology was used to document that any cumulative effect would be "negligible".

Page 101, TxDOT assumes "overall beneficial cumulative effect on Greenhouse Gas emissions" but fails to provide any methodology for how this assessment was made. TxDOT does not take into account the increase in trains/week and thereby the emission of carbon dioxide by these trains and the expansion or increase of industrial plants for the next 19 years which will create additional greenhouse gas emissions.

20) **Page 102, 4.14.1.1 Riverfront Park**, it is significant that Riverfront Park is in a primarily minority and low income area and will be affected by this proposal. This appears to be an environmental justice issue that should be resolved particularly since some land will be lost and more noise or longer exposure to noise will occur due to an increase of trains/week over the next 19 years from 287/week to 582/week.

Pages 111 and 112, Table 38 Stakeholder Coordination Meetings, TxDOT does not document whether it met with the Civic Club in the area, the Church in the area, or with stakeholders east and west of this proposal who will have to withstand the additional environmental impacts of trains/week rising over 19 years from 287/week to 582/week. This is not acceptable public participation and is an environmental justice issue.

The Sierra Club appreciates this opportunity to comment. Thank you.

Sincerely,



Brandt Mannchen
Chair, Big Thicket Committee
Lone Star Chapter of the Sierra Club



Received 8/25/2016

July 19, 2016

Mr. Gil Wilson
Rail Programs Section Director
Rail Division
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

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11) **Page 42, 4.4.3 Operational Emissions and Greenhouse Gas Analysis**, the emissions inventory is incomplete because only locomotive emissions are used. The increase in ships that travel the Neches River and require the bridge to lift should have their emissions estimated as well as delays that cause other vehicles to wait during these passages. The vehicles that are delayed at all train crossings due to the greater number of trains/week that this proposal allows (a 295 train/week increase over 19 years) must also be calculated and presented to the public.

12) **Pages 54-57, 4.6.1 Wetlands and Page 62, 4.6.6 Mitigation for Impacts to Water Resources**, the Big Thicket National Preserve (BTNP) was set aside in 1974 to protect unique ecosystems and biological diversity in the Southeast Texas Area. About 40% of the BTNP is wetlands. The BTNP is internationally recognized and has been designated as a United National Education, Scientific, and cultural Organization (UNESCO) "Man and Biosphere" Reserve. Many universities conduct scientific research projects and teaching opportunities in the BTNP.

The Sierra Club supports mitigation for the estimated 12.29 acres of wetlands that will be destroyed by this proposal. **However, the Sierra Club recommends that the Pineywoods Mitigation Bank (PWMB) not be used. The PWMB was set-up in the Mid-Neches River Corridor. The impacts that will occur due to this proposal are in the Lower Neches River Corridor. To mitigate wetland impacts the protected or created wetlands should be as close to the site of disturbance as possible and within the same approximate watershed location.**

It makes more ecological and biological sense to mitigate within BTNP on the Neches River. The Sierra Club recommends that this mitigation occur via either TxDOT buying a suitable, equivalent tract of bottomland hardwood forested wetlands and or palustrine emergent wetlands and give the tract to BTNP, or buy a tract and give it to a suitable land trust for management, or give an equivalent amount of money to buy such a tract to the National Park Service (NPS) or a land trust that will after the mitigation site has been bought transfer that property to the NPS. **In this way the wetland mitigation will be provided for much closer to the site of loss than if the PWMB was used.**

13) **Page 58, 4.6.2 Other Waters of the U.S.**, TxDOT states that "The USCG indicates that a navigation evaluation should be conducted early in the project planning". If this is true, then TxDOT must state why this evaluation has not been done and is not in the EA for the public to review, comment on, and understand.

14) **Page 59, 4.6.3 Floodplains and Page 89, 4.12.3 Water and Biological Resources**, TxDOT states that "It is anticipated that construction of the Build Alternative would not increase water surface elevations during a Base Flood Event." If this is true, TxDOT should state why this is true. The pilings that holdup the additional railroad track and lift bridge and the existing track and lift bridge will impede the flow of water and either slow it down, and cause additional sediment dropout, or will deflect the water so it will go somewhere else. TxDOT does not state where that somewhere else is and what will be affected by these deflected waters. TxDOT should also state where the sediment will dropout with the change in course and speed of the river. TxDOT must show where the PCB contaminated sediment is located with regard to the proposed bridge and how water flow changes will affect movement of this contaminated sediment.

15) **Pages 59 to 60, 4.6.4 Water Quality**, there is no discussion about possible leaks from rail cars or locomotives that could result in additional oil/grease sheens and toxic water pollutants dripping or spilling into the Neches River. TxDOT must state how this type of water pollutant incident will be prevented and how it will be addressed if it occurs.

16) **Page 83, 4.11 Use of Energy**, TxDOT states that there would be a positive impact on energy use because of decreased idling times, etc. However TxDOT says nothing about the increase in energy use when the number of trains in 19 years goes from 287/week to 582/week. TxDOT must include this increase in trains as an energy use increase and calculate what this means for energy use, air pollution, and climate change gases.

17) **Page 94, 4.13.1.1 Induced Growth Impacts Analysis**, TxDOT says that the primary purpose of the project is to "improve rail operations". However, it appears that the primary purpose is to increase the number of trains that come through in a week. In other words, increasing the capacity of this stretch of rail line. If the rail operations are indeed improved then the statement, "Therefore, it is anticipated that any potential for induced growth would be limited to industrial facilities supported by rail" is not true since if roads are not clogged as much then large trucks will not be delayed as much and their use will increase and not just to industrial facilities. TxDOT's statement "that there would be no inducted growth" makes no sense because better use or and more use of freight rail will allow industrial facilities to operate better and perhaps create opportunities for the growth of those facilities including additional air pollution, water pollution, and hazardous and solid waste generation.

TxDOT refers to a "large Superfund site" which is located nearby but does not state how or if the proposal will make it easier or more difficult to clean-up that site.

18) **Page 96, Table 36**, TxDOT does not provide a methodology to the public about how it either quantitatively or qualitatively measures the impacts of encroachment including statements that it "would be minimal" and "would not be substantial". TxDOT does not provide the public with its methodology and what standards are used to rate encroachment impacts.

19) **Pages 97-101, 4.13.2 Cumulative Impacts**, TxDOT fails to provide any quantitative water quality impacts that an increase in barge traffic will have. TxDOT says that "these potential impacts are not reasonably quantifiable at this time" and provides no documentation that this statement is true. The onus is on TxDOT to prove that statement and if it is, to provide qualitative impact analysis, assessment, and evaluation.

Page 98, TxDOT fails to provide any quantitative information about cumulative actions that relate to transportation, rail, and industrial facility development in the future for the next 19 years. TxDOT also fails to define what a "negligible" cumulative effect is and provide a methodology for how this effect was derived and what it was based upon.

TxDOT should list the proposed toll road, from Vidor to Beaumont, as a cumulative future foreseeable action with environmental impacts and provide analysis, assessment, and evaluation about those environmental impacts as part of the cumulative actions and impacts analyzed by this proposal.

Page 100, TxDOT fails to include public health and safety impacts due to accidents from trains and rail cars and how this could affect the public. TxDOT fails to state what methodology was used to document that any cumulative effect would be "negligible".

Page 101, TxDOT assumes "overall beneficial cumulative effect on Greenhouse Gas emissions" but fails to provide any methodology for how this assessment was made. TxDOT does not take into account the increase in trains/week and thereby the emission of carbon dioxide by these trains and the expansion or increase of industrial plants for the next 19 years which will create additional greenhouse gas emissions.

20) **Page 102, 4.14.1.1 Riverfront Park**, it is significant that Riverfront Park is in a primarily minority and low income area and will be affected by this proposal. This appears to be an environmental justice issue that should be resolved particularly since some land will be lost and more noise or longer exposure to noise will occur due to an increase of trains/week over the next 19 years from 287/week to 582/week.

Pages 111 and 112, Table 38 Stakeholder Coordination Meetings, TxDOT does not document whether it met with the Civic Club in the area, the Church in the area, or with stakeholders east and west of this proposal who will have to withstand the additional environmental impacts of trains/week rising over 19 years from 287/week to 582/week. This is not acceptable public participation and is an environmental justice issue.

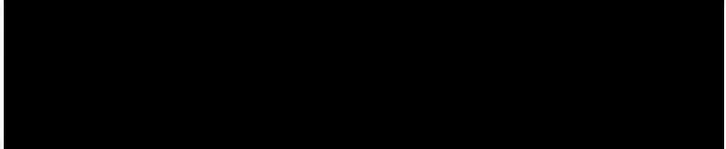
The Sierra Club appreciates this opportunity to comment. Thank you.

Sincerely,

bm
Brandt Mannchen
Chair, Big Thicket Committee
Lone Star Chapter of the Sierra Club



Ellen Buchanan
Golden Triangle Sierra Club





COMMENT FORM

Received 8/25/2016

Neches River Bridge Study August 25, 2016 – Public Hearing

Thank you for attending today's public hearing. Your input is important to this project!

Name: DAVID PADERAS

Address: [REDACTED]
BEAUMONT TEXAS 77706

Email: NONE

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

Comments must be received on or before Friday, September 9, 2016, to be part of the official hearing record. You may leave this form at the meeting, or mail it to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson
125 East 11th Street, Austin, TX 78701-2483

Comments:

I BELIEVE THIS PROJECT WILL BE EXTREMELY BENEFICIAL TO BOTH BEAUMONT AND THE RAILROADS. IT WILL BE GOOD FOR BUSINESSES ALL AREA REFINERIES AND INDUSTRIES.

I JUST CANT WAIT TO SEE THIS PROJECT GET STARTED!!

THANK YOU

[Signature]



Golden Triangle Sierra Club Group
Beaumont, Texas



August 26, 2016

Mr. Gil Wilson, Rail Programs Section Director, gil.wilson@txdot.gov
TxDOT Rail Division
125 East 11th Street, Austin, TX 78701-2483

Dear Mr. Wilson:

Thank you for the opportunity to comment on the Environmental Assessment/Draft of the Neches River Bridge Study as prepared by the Texas Department of Transportation for the construction of additional railroad track and lift bridge over the Neches River in Beaumont, TX.

The Golden Triangle Sierra Club Group of Southeastern Texas would like to submit comments to help assure that all possible environmental protective measures within the project habitat are applied during rail construction and through the life of operations. GTSC has several areas of concern that are detailed in the attached comment section.

GTSC is especially concerned with the discussions that conclude with findings of either minimal or no impacts that are unsubstantiated and need supporting information. Specifically, water/ wetland resources, threatened and endangered species along with air quality impacts that are all determined to be impacted by the project within the body of the report, but discharged as minimally affected in the findings. This is particularly problematic in relation to the wetlands which did not receive intensive survey and only minimal on-site assessment. It's not enough to assure the reader all steps will be taken to protect sensitive areas when the measures themselves are not defined.

Also, the areas of potential effect, construction zones, jurisdiction and other technical boundaries need to be fully defined in the map appendices. It's hard to distinguish the direct impact construction zones from rights-of-way on the maps in relations to the eastern portion of the project area.

Sincerely,

Ellen Buchanan

Ellen Buchanan, Chairperson
Golden Triangle Sierra Club



ENVIRONMENTAL ASSESSMENT/DRAFT OF THE NECHES RIVER BRIDGE STUDY

The Texas Department of Transportation and the Federal Railroad Administration are studying a project to add railroad capacity to the existing railroad corridor across the Neches River in the area of the Port of Beaumont, in Beaumont, TX. The purpose of the project is intended to improve the existing rail corridor and extend service in order to handle the anticipated future increases in train traffic.

PROJECT DETAILS Section 3

TxDOT and FRA have prepared a draft Environmental Assessment for public comment detailing the project along with the direct and indirect potential impacts estimated to occur. Proposed is the construction of an additional lift bridge north of an existing rail line and bridge over the Neches River spanning roughly a 200-foot horizontal clearance (section 3.2.2 Description of Build Alternative). New tracks would extend from neighborhoods near the Port of Beaumont in Jefferson County into the wetland and industrial area in Orange County roughly 1.68 miles to the east.

Comment:

Detail the length of the alternative routes and right-of-way widths within the community and the industrial-wetlands on the east side of the Neches River. It is relatively unclear from the description or the map appendices the distinction between APE and construction zones. What is the clearance area for the rail construction within the wetlands portion of the project area? Distinguish the nature of direct and indirect impacts to these areas during construction and cumulatively over time.

AIR QUALITY, Section 4.12.1

The document describes both Jefferson and Orange Counties as in attainment for all National Ambient Air Quality Standards and therefore, “conformity rules do not apply....however, analysis of the operational emissions of both ozone precursors and Green House Gases was completed.” Given that NAAQS is met no mitigation efforts are determined necessary. Still, the draft EA identifies locomotive operations as sources of varying amounts of O₃ and its precursors (nitrogen oxides, hydrocarbons, volatile organic compounds, particulates, and carbon monoxide emissions) as concerns for public and environmental health.

Comment:

Describe the potential affect of increased emissions within the project area in relation to health and environmental concerns. Conformity requirements may be affected with the added locomotive traffic and emissions. In providing a technical summary of the project Matt Barkley, EA Project Manager, stated that “rail traffic is expected to increase from 287 trains per week to 582 trains per week by the year 2035.” Given the recent 8-hour standard for ozone emissions changes by the Environmental Protection Agency, how will this affect the anticipated emissions standards for the transportation conformity portion of rail traffic at the port? In light of increased rail traffic what mitigation efforts will be proposed to address the added emissions over time?

WATER RESOURCES

Section 4.6.1. states that due to “limited access to the existing right-of-way, existing data were used to focus field efforts in areas where jurisdictional wetlands were probable.” As such, the wetland resources were not ground proofed for an estimated 14.48 acres within the project area. The EA further estimates that “7.23 acres of wetlands would occur in the construction limits within the existing and proposed right-of-way” with an additional “5.06 acres of wetland impacts would occur in the construction laydown area.”

Comment:

Construction and cumulative impacts; direct and indirect affects, need to be defined including the removal of vegetation, grading or blading activities, along with changes in drainage patterns or water catchment levels. Examine potential impact that an additional rail line may bring to water runoff possibly introducing added pollutants into existing waterways. The EA identifies 41 percent of the total CIA land use assessment as Industrial-Marsh Land but only a fraction of the area was determined to be within the area of direct impact. Please provide supporting information about how the indirect and direct impacts were determined in the discussion. Section 4.12.6 Water and Biological Resources. Several “permanent stream impacts” are discussed as occurring from bridge construction. Detail is given to enumerate the building process but the description of mitigation efforts is sparse; basically, presenting a list of permits needed for construction. What are the permanent impacts and how will the circumstances surrounding their continued affects be mitigated?

VEGETATION, WILDLIFE HABITAT AND INVASIVE SPECIES

Estimates of vegetation within the marshlands identified 27.50 acres as already impacted by invasive species; specifically, Chinese tallow forests, woodlands or shrub lands; 23.58 acres as Chenier plain-with mixed live oaks and 0.82 acres as Riparian lands. Only the last two will be directly affected by the Build Alternative according to the EA.

Comment: Section 4.7.1 states that a Tier 1 site assessment found that a Section 404 Individual Permit would be required to address impacts from dredging and/or infilling within the wetland. The total area of the Coastal mixed woodlands and the Riparian areas are potentially affected. Mitigation is referred to as using native species for landscaping and seed mixing where applicable, but no discussion of either species or locations for targeted landscaping are offered. Subsequent discussion in Section 4.12.7 is also vague citing “regionally native and non-invasive plants would be used to the extent practicable in landscaping and re-vegetation.” Coordination with city and local horticultural groups to determine appropriate non-invasive species will essential.

TABLE 36. SUMMARY OF ENCROACHMENT-ALTERATION EFFECTS.

Several assertions about minimal or insubstantial affects require further explanation and documentation given statements made in the body of the EA. Supporting documentation is needed: for example,

Surface Water/ Wetlands: “Construction of the project within the study area would occur within the existing infrastructure and would not affect the existing hydrology” What about surface runoff which could be compounded by the enhanced infrastructure? More than clearing of vegetation from construction it seems that the larger perimeter of the wetlands will have long term impacts from the railway. What is the supporting documentation for the statement that encroachment-related indirect impacts to surface water are minimal?

Threatened and Endangered Species: The habitat for a number of T&E species may be affected by encroachment; specifically, “east of the Neches River within the existing right-of-way, proposed right-of-way, and proposed laydown area.” However, these impacts are determined to be less than substantial. How was this conclusion determined? What remediation actions are proposed to take place



G. Figures

- G.1 – Presentation
- G.2 – Exhibits
- G.3 – Photos



G.1 – Presentation



TEXAS DEPARTMENT OF TRANSPORTATION



NECHES RIVER BRIDGE

Public Hearing

Public Hearing Agenda

Public Hearing for Neches River Bridge Environmental Assessment

Thursday, August 25, 2016, Beaumont Civic Center,
701 Main Street, Beaumont, TX 77701

AGENDA

5:30 PM – Displays available for viewing

6:30 PM – Formal hearing commences

- Welcome and Introductions
- Technical Presentation
- Verbal Comments*



*The comment portion of the hearing will remain open until all speakers have been heard.

Provide Us Your Comments

- Present verbal comments during the hearing.
- See the court reporter to leave a verbal comment.
- Leave a comment form in the comment box tonight.
- Email comments to: gil.wilson@txdot.gov
- Mail comments to:

Mr. Gil Wilson, Rail Programs Section Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701-2483

Comments must be received on or before
Friday, September 9, 2016
to be part of the official public hearing record.



3

Technical Presentation

- Project Overview
- Environmental Process and Schedule
- Public and Stakeholder Engagement
- Alternatives Analysis
- Environmental Assessment



4

Project Overview

Local, Regional and National Importance

- Location of the existing single railroad track at the Neches River Bridge crossing area in Beaumont, is the number two choke point in the state (after Tower 55 before the recent improvements).

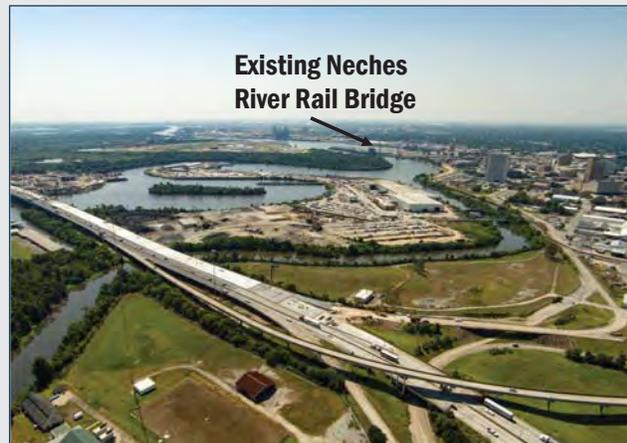


5

Project Overview - Continued

Purpose of the Project

- Improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River.
- Support and enhance industrial facilities that use rail, marine, and highway services.



6

Project Overview - Continued

Need for the Project

- Existing rail operations are affected by track capacity, track switching, industrial service access, and bridge openings for marine vessel traffic.
- Future rail traffic across the Neches River is expected to increase with both through traffic along this national corridor, as well as local rail traffic serving the region's existing and expanding industrial facilities.
- Without improvements, operations will deteriorate in the future with increased rail traffic.



7

Environmental Process and Project Schedule



8

Public/Stakeholder Engagement

■ Stakeholder Engagement

- Five joint stakeholder meetings with railroads, local public agencies, and key resource agencies.
- Individual stakeholder meetings with Kansas City Southern, Union Pacific Railroad, BNSF Railway, local public agencies (Port of Beaumont, Jefferson County, City of Beaumont, Southeast Texas Regional Planning Commission), Sabine-Neches Navigation District, and U.S. Coast Guard.
- Coordination with APAC-Texas, Inc., BOMAC Contractors, Ltd., Chicago Bridge & Iron and Jefferson Energy Companies, and resource agencies.
- October 21, 2015 Public Open House – Comments from the City of Beaumont, APAC, Parkwood Land Company, Slamback, Amelia Neighborhood and Beaumont Housing Authority, Dowlen West Neighborhood Association, Port of Beaumont, and other individuals.



9

Alternatives Analysis

■ No Build Alternative

- Includes preservation of the existing rail network and other programmed improvements.
- The No Build Alternative is included as a baseline against which the Build Alternative is compared to in regards to environmental impacts.
- 69.7 train delay hours in year 2035.



10

Alternatives Analysis - Continued

Phased Approach to Develop and Screen Build Alternatives



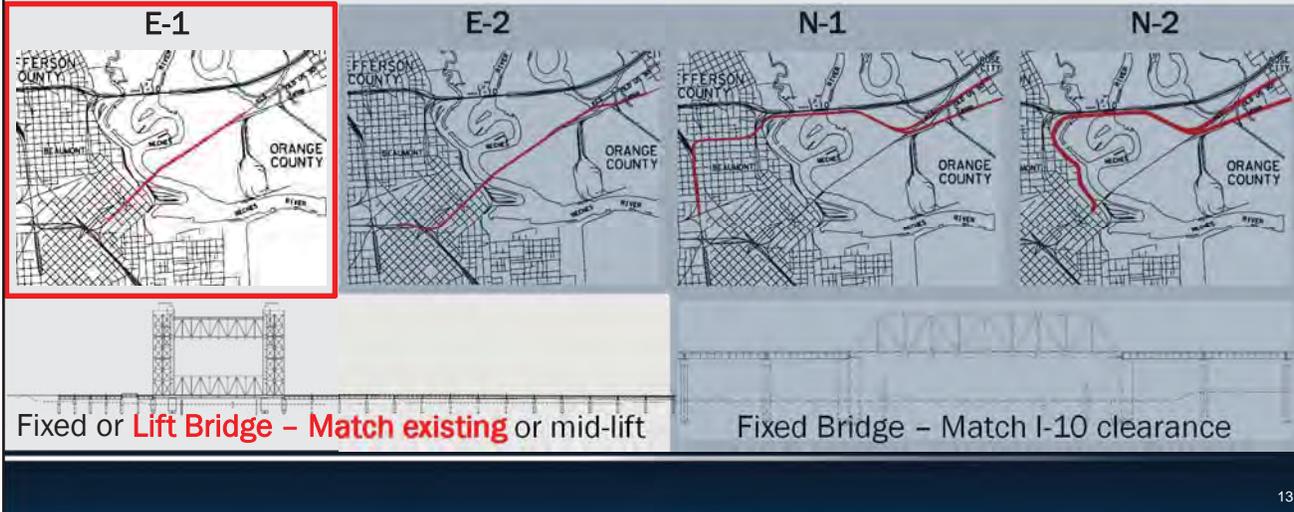
Alternatives Analysis - Continued

Phase 1: Completed During the TxDOT Neches River Bridge Feasibility Study in 2013



Alternatives Analysis - Continued

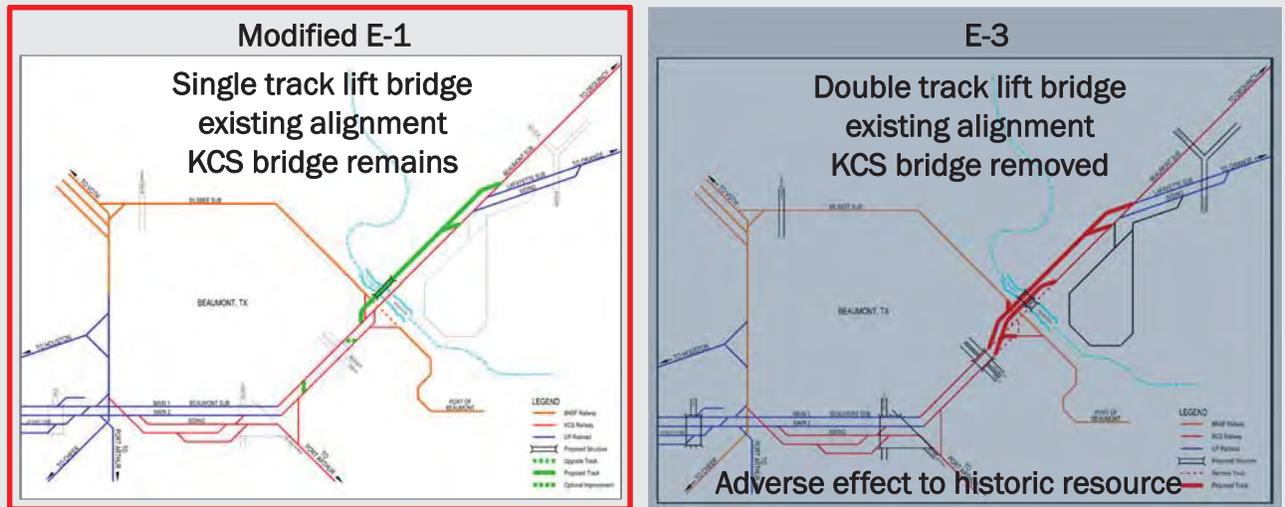
- Phase 2 – Conceptual Alternative Alignments and Bridge Options (10% Design)



13

Alternatives Analysis - Continued

- Phase 3: Added Alternative Requested by U.S. Coast Guard



14

Alternatives Analysis - Continued

■ Recommended Preferred Alternative

- Build Alternative E-1 with a lift bridge matching existing KCS lift bridge vertical and horizontal clearances in the locked and up positions.
- 30% Design - Impacts avoided or minimized by shifting centerline closer to the existing bridge.
- 23.4 trail delay hours in year 2035.



15

Environmental Assessment

■ Draft Environmental Assessment

- Consists of purpose and need, alternatives analysis, impact assessments, proposed mitigation for unavoidable adverse impacts, and summary of coordination.
- No Build Alternative is included as a baseline against which the Build Alternative is compared in the identification of environmental impacts.
- Recommends the Build Alternative as the Preferred Alternative.
- Available for agency and public review/comment.

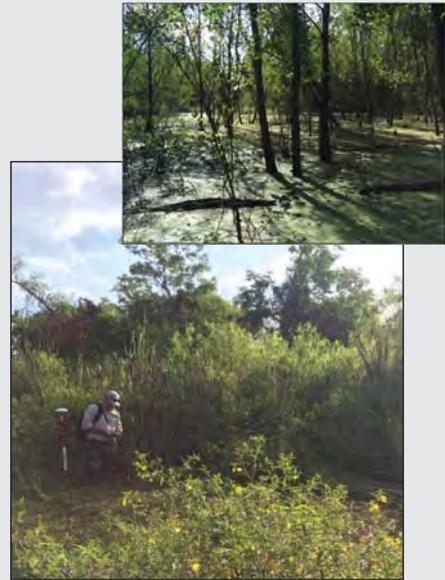


16

Environmental Assessment - Continued

Water and Wetlands

- Individual Section 404 Permit – Up to 12.29 acres of impacts to waters of the U.S. Pineywoods Mitigation Bank provides opportunity for mitigation.
- U.S. Coast Guard Bridge Permit – Meets navigational requirements.
- Special Flood Hazard Area – No increase in water surface elevations during base 100-year flood event.
- Section 303(d) – Does not contribute to elevated levels of bacteria and PCBs in the Neches River.
- Texas Pollution Discharge Elimination System Construction General Permit – Best management practices to be used to control pollutants from construction.



17

Environmental Assessment - Continued

Biological Resources

- Texas Parks & Wildlife Department has requested non-regulatory mitigation be considered for impacts to the Chenier Plain - Mixed Live Oak forest and riparian habitat.
- Impacts to essential fish habitat include the loss of 0.14 acres of unvegetated substrate.
- Modified construction techniques like “soft start” pile driving and bubble curtains would minimize impacts to fish during construction of the bridge.



18

Environmental Assessment - Continued

Historic

- No Effect to 905 Orleans Street and 967 Orleans Street.
- No Adverse Effect to Neches River Bridge and 255 College Street (Beaumont Police Department).

Archeology

- No Effect for areas surveyed or mapped as wetlands.
- An additional 9 acres to be surveyed once right-of-entry and ground conditions permit to finalize determination of potential effects.



19

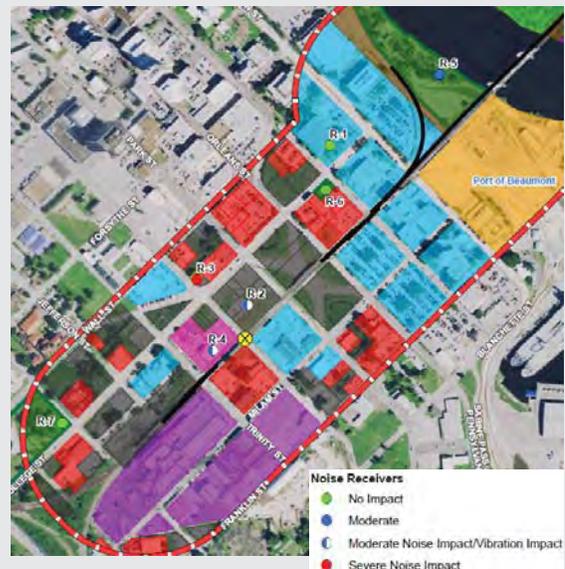
Environmental Assessment - Continued

Air

- Project benefits air quality by reducing idle emissions by 9.1 annual tons per year over the No Build Alternative.
- Temporary increases in particulate matter and Mobile Source Air Toxics emissions may occur during construction.

Noise and Vibration

- Existing noise levels exceed 70 dBA.
- Build Alternative impacts include:
 - 3 moderate and 1 severe noise impact.
 - 2 moderate vibration impacts (noticeable but not anticipated to cause property damage).

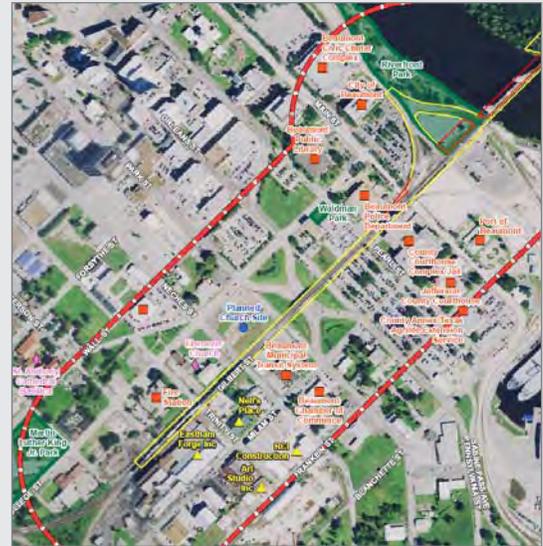


20

Environmental Assessment - Continued

■ Socioeconomic

- Economic conditions positively impacted through more efficient movement of goods and services.
- Acquisition of 2 acres from the City of Beaumont and Port of Beaumont. No relocations.
- No changes in travel patterns.
- No disproportionately high and adverse human health or environmental effects.
- No long-term public health risks. Fencing is used to minimize potential for conflicts with objects or persons.
- Hazardous material sites have a low potential for impacts.



21

Environmental Assessment - Continued

■ Section 4(f)/6(f) and Chapter 26 Resources

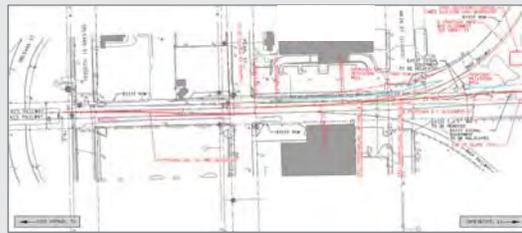
- Section 4(f) of the US Department of Transportation Act – A *de minimis* finding is anticipated for minor property takes from **Beaumont Police Department** and **Riverfront Park**.
- Section 6(f) of the Land and Water Conservation Fund Act – Applies to **Riverfront Park**.
- Texas Parks and Wildlife Code, Title 3, Chapter 26 – Applies to **Riverfront Park**.



22

Next Steps

- 1) Receive agency and public comments on the Draft Environmental Assessment.
- 2) Complete final Environmental Assessment reflecting input received on the draft Environmental Assessment.
- 3) Determine funding strategy.
- 4) Obtain environmental decision.



23

Thank You

- This concludes the technical presentation.
- The verbal comment portion of the formal hearing will begin shortly.



24



G.2 – Exhibits

Welcome to the Public Hearing for the Neches River Bridge Environmental Assessment



AGENDA

5:30 PM – Displays available for viewing

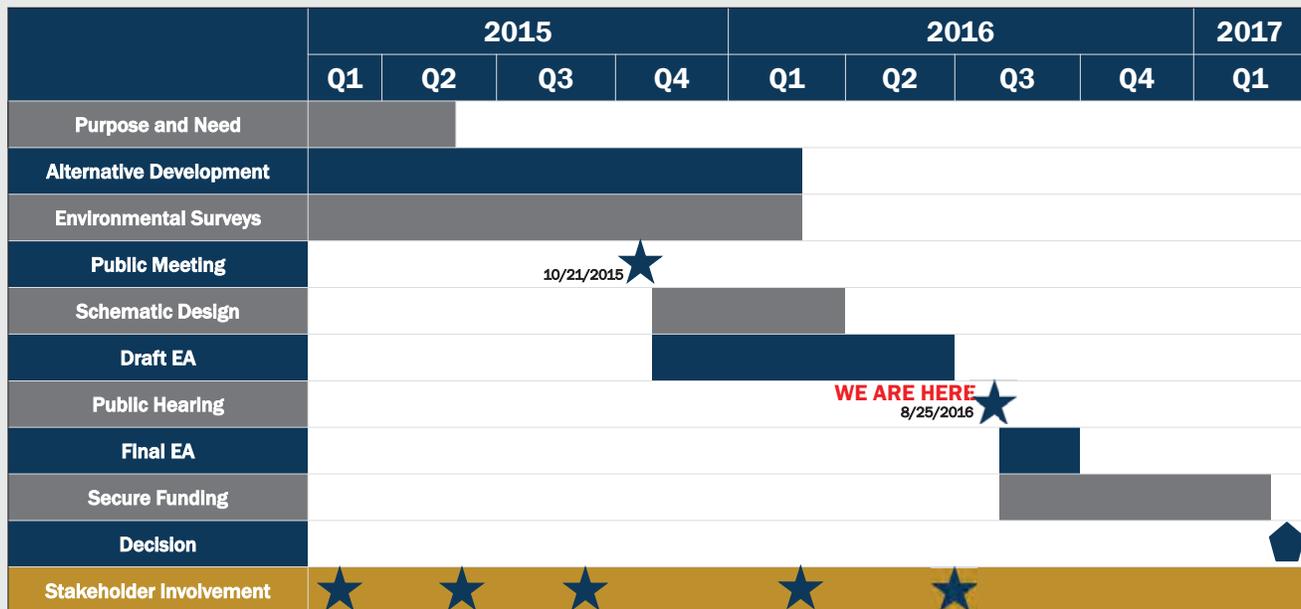
6:30 PM – Formal hearing commences:

- **Welcome and Introductions**
- **Technical Presentation**
- **Verbal Comments***

***The comment portion of the hearing will remain open until all speakers have been heard.**



Environmental Assessment



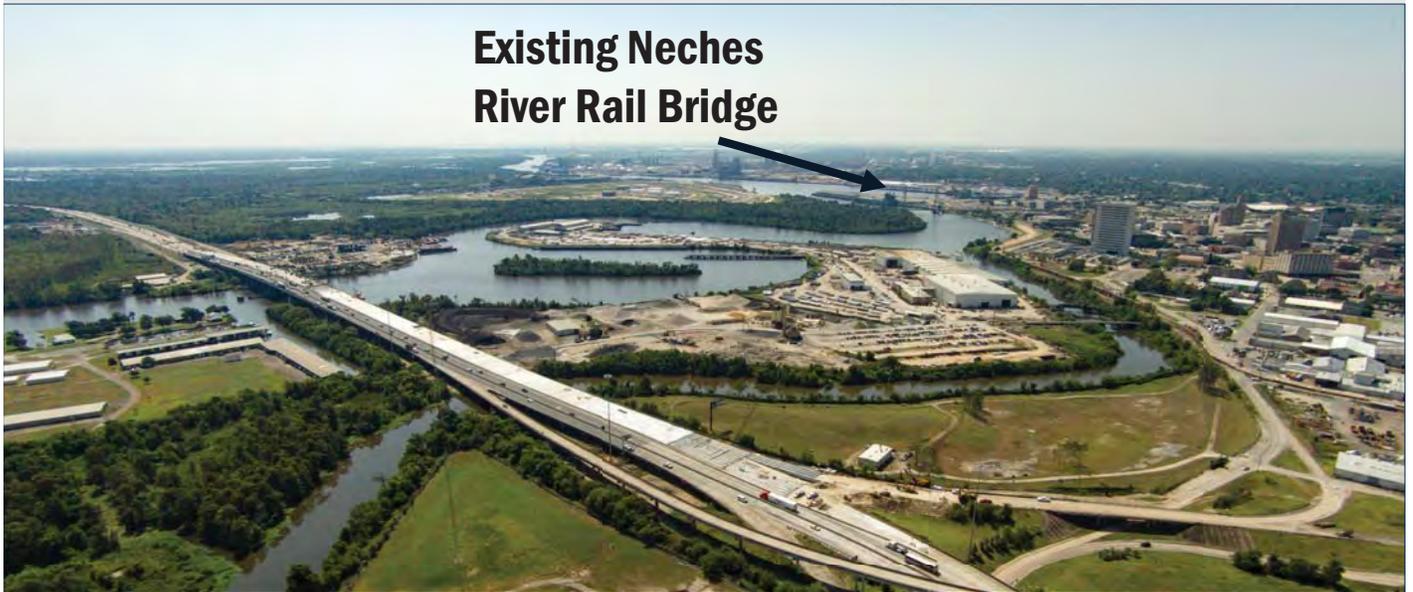
- The Environmental Assessment (EA) includes the project’s purpose and need, alternatives analysis, impact assessments, proposed mitigation for unavoidable adverse impacts, and a summary of coordination.
- The draft EA is currently available for agency and public review/comment.
- Comments will then be addressed in the final EA and funding identified prior to the environmental decision.

Project Importance



- The project is of local, regional and national importance.
- The location of the existing single railroad track at the Neches River Bridge crossing area in Beaumont, is the number two choke point in the state (after Tower 55 before recent improvements).

Purpose



Existing Neches
River Rail Bridge

- Improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River.
- Support and enhance industrial facilities that use rail, marine, and highway services.

Need



- Existing rail operations are affected by track capacity, track switching, industrial service access, and bridge openings for marine vessel traffic.
- Future rail traffic across the Neches River is expected to increase with both through traffic along this national corridor, as well as local rail traffic serving the region's existing and expanding industrial facilities.
- Without improvements, operations will deteriorate in the future with increased rail traffic.

Build Alternative Development and Screening

New Pine St. Alignment



Expand Existing Route (Advanced)



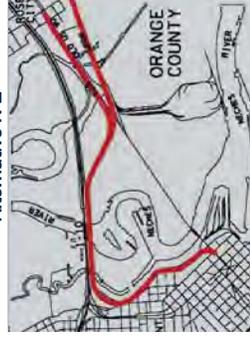
New I-10 Alignment (Advanced)



Alternative N-2



Alternative N-1



Alternative E-2



Alternative E-1 (Advanced)



Alternative E-3



Alternative E-1 (Advanced)



Alternative E-1 (Preferred Alternative)



★ = Joint Stakeholder Meeting
★ = Public Meeting or Hearing

2012

Phase 1 Alternatives Feasibility Study

2013

Expand Existing Route
New Pine St. Alignment
New I-10 Alignment

★ Feb 2015

Phase 2 Alternatives Draft 10% Design
NEPA Scoping

★ May 2015

★ Sep 2015

★ Oct 2015

Alternative E-1
Alternative E-2
Alternative N-1
Alternative N-2

★ Feb 2016

Phase 3 Alternatives Final 10% Design
Technical Evaluations

Alternative E-1
Alternative E-3

★ Jul 2016

★ Aug 2016

Recommended Preferred Alternative 30% Design
NEPA Documentation

Alternative E-1

Alternative Matrix – Phase 2

Criteria Measure		Alternative E-1	Alternative E-2	Alternative N-1	Alternative N-2
Improve Rail Operations	Track Capacity	Adds single track bridge			
	Dispatching	Maintains existing		Introduces 3 rd dispatcher	
	Industrial Access	Maintains existing			
	Design Speed	30 mph W of river, 40 mph E	20 mph W of river, 40 mph E	10-20 mph W of river, 40 mph E	
Improve Movement and Interface	Rail Movements	Reduces bottleneck at river crossing			
	Marine Movements	Comparable to existing conditions			
	Vehicular Movements	No change to traffic movements.	No change to traffic movements, except two highway-rail grade crossings at Old US 90.	Access to Long Avenue prohibited with some closures at cross streets. Grade separation at MLK. Increase in delay at remaining grade crossings.	Grade Separation at Old US 90. Increase in delay at remaining grade crossings.
	Planned Industrial	Future connections NE of river can be made from new track.	Future connections NE of river limited by elevation of new track.	Future connections NE of river can be made from the existing track.	
	Historic Structures	Neches Rail Bridge (close proximity)	UPRR Bridge	0	0
Historic Districts	Beaumont Commercial District (adds track in KCS right-of-way at existing grade)	Beaumont Commercial District (adds track N of KCS right-of-way on elevated structure)	0	0	
Historical Landmarks	0	0	0	0	
Archeological Sites	0	0	Shipwrecks (in vicinity)	Terrestrial site, shipwrecks (in vicinity)	
Wetlands	9.2 acres	9.9 acres	14.5 acres	14.3 acres	
Waters	Neches River	Neches River, 2 crossings of Baird's Bayou tributaries	Neches River, Brakes Bayou, 4 crossings of Baird's Bayou tributaries		
Floodplains	23.5 acres	28.9 acres	39.2 acres	42.8 acres	
Hazardous Sites	14 within/adjacent	14 within/adjacent	25 within/adjacent Acquires Superfund Site	24 within/adjacent Acquires Superfund Site	
Displacements	0	3 (commercial)	3 (commercial)	0	
Right-of-way	2.7 acres	7.4 acres	34.8 acres	17.7 acres	
Cemeteries	0	0	0	0	
Parks	Riverfront Park (parking area, boundaries under review)	Riverfront Park (parking area, boundaries under review) MLK Memorial Park	0	Riverfront Park (strip along BNSF, boundaries under review)	
Community Facilities	City parking	Church/school, city parking	0	0	
Low Income / Minority	25% low income 64% minority		26% low income 65% minority	22% low income 52% minority	
Cost	Program Cost	~\$120 M	~\$380 M	~\$430 M	~\$400 M
Other Considerations	Constructability	Adjacent to active mainline. Sufficiently offset from existing rail operations to build with minimal disruption.		Varies by section. Majority of work on new alignment reduces operational coordination with active rail. Construction of a higher and longer structure may offset distance benefits.	
	Construction-Related Impacts	Temporary delays to existing rail traffic at tie-in points.			
		No roadway impacts.	Temporary delays to roadways for construction of grade separation structures.		
	No grade crossings.	Temporary road closures and delays for grade crossing improvements.			

Alternative Matrix – Phase 3

Criteria Measure		Modified Alternative E-1	Alternative E-3
Improve Rail Operations	Track Capacity	Adds single track bridge	Existing single track bridge replaced with new double track bridge
	Dispatching	Maintains existing	
	Industrial Access	Maintains existing	
	Design Speed	30 mph W of river, 40 mph E	40 mph W of river, 40 mph E
Improve Movement and Interface	Rail Movements	Reduces bottleneck at river crossing	Reduces bottleneck at river crossing. Crossover tracks are not necessary
		Crossovers allow the use of either bridge.	Less impact to rail traffic because base elevation of bridge provides a higher clearance for marine traffic. Rail grade is increased.
	Marine Movements	Comparable to existing conditions	
	Vehicular Movements	No change to traffic movements.	
Planned Industrial	Future connections NE of river can be made from new track.		
Cultural, Natural, and Community Resources	Historic Structures	Neches Rail Bridge (close proximity); Beaumont Police Station (ROW from parking area)	Neches Rail Bridge (demolished); Beaumont Police Station (ROW from parking area)
	Historic Districts	Beaumont Commercial District (adds track in KCS right-of-way at existing grade)	
	Historical Landmarks	0	0
	Archeological Sites	0	0
	Wetlands	9.2 acres	9.6 acres
	Waters	Neches River	
	Floodplains	23.3 acres	22.9 acres
	Hazardous Sites	7	7
	Displacements	0	0
	Right-of-way	2.0 acres	2.2 acres
	Cemeteries	0	0
	Parks	Riverfront Park (parking area)	
	Community Facilities	City parking	
	Low Income / Minority	23% / 52%	
Cost	Program Cost	~\$120 M	~\$160 M
Other Considerations	Constructability	Adjacent to active mainline. Sufficiently offset from existing rail operations to build with minimal disruption.	
	Construction-Related Impacts	Temporary delays to existing rail traffic at tie-in points.	
		No roadway impacts.	
		No construction at grade crossing.	

No Build Alternative



- Includes preservation of the existing rail network and other programmed improvements.
- Required for the EA to provide a baseline to gauge the effectiveness of the Build Alternative at accomplishing the purpose and need.
- 69.7 train delay hours in year 2035.

Impacts:

- Idle emissions would increase as delay hours increase.
- Noise environment would continue to be dominated by train noise. Existing noise levels exceed 70 dBA.

Preferred Alternative

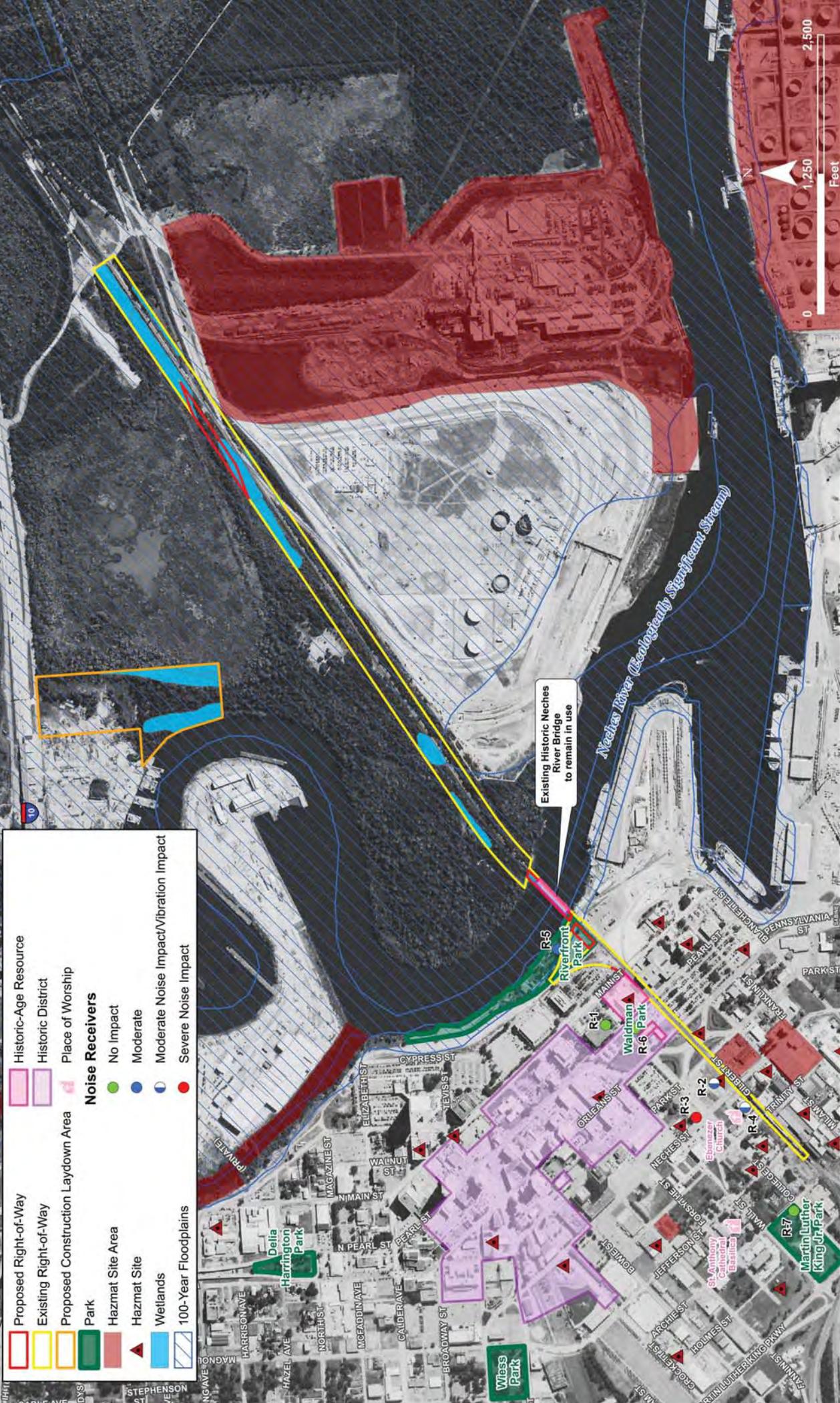


- Includes a lift bridge matching the existing KCS lift bridge's vertical and horizontal clearances in the locked and up positions.
- Evaluation is based on 30% design. Impacts have been avoided or minimized by shifting centerline closer to existing bridge.
- 23.4 train delay hours in year 2035.

Impacts:

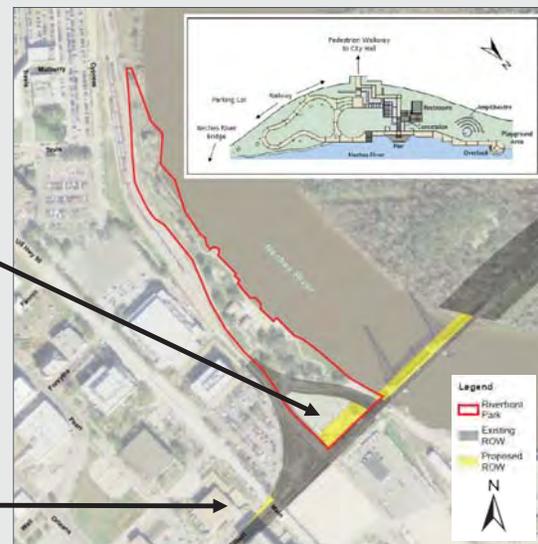
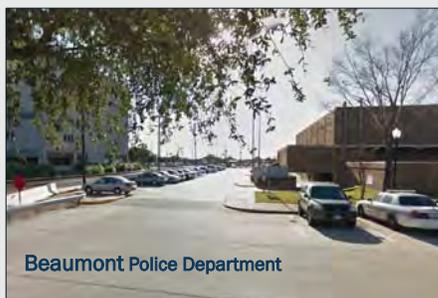
- Individual Section 404 Permit, U.S. Coast Guard Bridge Permit, and Texas Pollution Discharge Elimination System Construction General Permit.
- FEMA Special Flood Hazard Area and Section 303(d) impaired waterbody.
- 2 acres of land acquired. 21.5 acres of temporary construction easement. No relocations.
- Chenier Plain - Mixed Live Oak forest, riparian habitat, and essential fish habitat.
- 3 moderate and 1 severe noise impact. 2 moderate vibration impacts (noticeable but not anticipated to cause property damage).
- Reduced idle emissions compared to the No Build Alternative.
- No adverse effect to historic resources.

Environmental Impacts



Section 4(f)/6(f) & Chapter 26

- A *de minimis* finding is anticipated for minor property takes from **Beaumont Police Department (0.04 acres)** and **Riverfront Park (0.41 acres)** to satisfy requirements of Section 4(f) of the U.S. Department of Transportation Act.
- Acquisition of land from **Riverfront Park** would be acquired in accordance with conditions outlined in Section 6(f) of the Land and Water Conservation Fund Act.
- The Build Alternative satisfies requirements of Texas Parks and Wildlife Code, Title 3, Chapter 26 for **Riverfront Park**.



Provide Us Your Comments

- Present verbal comments during the hearing.
- See the court reporter to leave a verbal comment.
- Leave a comment form in the comment box tonight.
- Email comments to: gil.wilson@txdot.gov
- Mail comments to:

Mr. Gil Wilson, TxDOT Rail Programs
125 East 11th Street
Austin, TX 78701-2483

Comments must be received on or before
Friday, September 9, 2016
to be part of the official public hearing record.



TEXAS DEPARTMENT OF TRANSPORTATION



G.3 – Photos

