



Public Meeting Summary Report

Neches River Bridge Study

October 21, 2015

Jefferson and Orange Counties
CSJ: 7220-01-001

Texas Department of Transportation – Rail Division

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1.0 Introduction

The Texas Department of Transportation (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.

TxDOT sought input at the October 21, 2015 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.

2.0 October 21, 2015 Public Open House Summary

Table 1 summarizes the October 21, 2015 Public Open House held for the Neches River Bridge project. The summary includes the meeting date and time, location, purpose and format of the meeting, attendees, notices, and a summary of comments received at the meeting.

Table 1: Public Open House Summary

Description	Summary
Meeting Date and Time	Wednesday October 21, 2015 4:00 pm to 6:30 pm
Meeting Location	 <p data-bbox="415 1753 860 1871">Central Park Community Center 2925 Fannin Street Beaumont, Texas 77701</p>

Meeting Purpose	The purpose of the public meeting was to introduce the study, outline proposed alternatives, and detail the alternatives screening process.
Meeting Format	TxDOT conducted the public open house meeting to introduce the project to the public, present the purpose and need, and alternatives. Exhibit boards outlined the environmental process and timeline; summarized the project purpose and need; described the No Build and Build Alternatives, environmental constraints, and alternative comparison matrix; and explained how to provide comments and participate in the Section 106 process. Four sets of schematics of the alternatives were spread out on tables for the public to view (Alternatives E-1, E-2, N-1, and N-2). A display board acknowledged that an additional alternative to replace the existing bridge was recently added at the request of the U.S. Coast Guard. Representatives from TxDOT and the consulting firm were available to discuss the project with the public and answer questions. No formal presentation was made. A written comment area was furnished with tables, chairs, comment forms, pens and comment boxes for depositing the comments. A court reporter was available at another table for recording of verbal comments. As participants entered the public open house, they were asked to sign in and offered a newsletter and comment form. No requests for language assistance were received. However, meeting materials were available in Spanish and a translator was present.
Staff	TxDOT: 10 Michael Baker International: 3 TranSystems: 2
Attendance	43 individuals signed in (20 citizens, 8 public officials, and 15 staff)
Media	None in attendance
Newspaper Notices	Beaumont Enterprise Legal Notice 9/20/2015 and 10/11/2015 Display Ad 9/20/2015 and 10/20/2015 Online 9/20/2015 and 10/20/2015 El Perico (Spanish Newspaper) Legal Notice 9/20/2015 and 10/11/2015 Display Ad 9/20/2015 and 10/18/2015
Elected Officials Letter	A letter was mailed to 12 elected officials on September 18, 2015.

Postcard Notice	A postcard notice of the public open house was mailed on October 2, 2015 to 149 adjacent property owners and other stakeholders without an e-mail address.
E-mail Blast	An e-mail was sent on September 30, 2015 to 99 stakeholders who had provided an e-mail address. A request was also made to the Greater Beaumont Chamber of Commerce and the South East Texas Regional Planning Commission to assist in further distribution of the newsletter and public open house announcement.
TxDOT Website	<p>Information about the project and public open house announcements available on TxDOT's website include:</p> <p>http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/rail/102115.html includes where and when the public open house was held, as well as the meeting purpose and description of the project. Downloads include the notice, exhibits, and newsletter in English and Spanish, and the roll plots for Alternatives E-1, E-2, N-1, and N-2, as well as contact information.</p> <p>http://www.txdot.gov/inside-txdot/projects/studies/beaumont/neches-bridge.html includes an overview of the project, a link to open house materials, and downloads for the project purpose and need, newsletter, and roll plots for Alternatives E-1, E-2, N-1, and N-2, as well as contact information.</p> <p>http://www.txdot.gov/inside-txdot/forms-publications/publications/rail.html includes a link to download the project newsletter.</p>
Section 106	Meeting notices and materials recognized that TxDOT is utilizing public involvement procedures under the National Environmental Policy Act to fulfill the 1966 National Historic Preservation Act's Section 106 public involvement requirements. The National Historic Preservation Act takes into account the effects of the undertaking on eligible or listed National Register properties. Consulting parties may provide input on key decision points in the Section 106 process. Individuals or organizations may request to become a consulting party for this project by contacting Mr. Gil Wilson, TxDOT.

Meeting Summary

Project exhibits for the Neches River Bridge project were available throughout the meeting to give all attendees an opportunity to view project information. Representatives from TxDOT and the consulting team were available to respond to the questions from the public regarding the project.

The following provides a summary of the comments received on or before the October 31, 2015 deadline:

- Nine comment forms and three verbal comments were received at meeting.
- One email and one letter were received on or before the October 31, 2015 comment deadline.
- Comments were received from representatives of 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.
- Comment topics include: Alternatives, Community, Bridge Height, Project Need, Existing and Future Development, Funding, Staging of Materials, Riverfront Park, Historic, Noise, Low Income, and Traffic Patterns and Access. Individual comments and responses are outlined in Section 3.0.

3.0 Comments and Responses

The following comment response matrix (**Table 2**) represents written and verbal comments and responses to these comments.

Table 2: Comment Response Matrix

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
1	Chris Boone, City of Beaumont, Director of Planning and Community Development	<p>After careful consideration, I find Alternative "E-1" to be, by far, the best alternative. Alternatives E-2, N-1 and N-2 would have a significant, detrimental impact on the City. The raised structure of E-2 would negatively affect the historic character as well as the low-to-moderate income population of Beaumont Downtown. The negative impact to all citizens of Beaumont, particularly the low-to-moderate income neighborhoods, resulting from alternatives "N-1" and "N-2" would be even more severe. Alternatives N-1 and N-2 would cause a severe negative impact on vehicular and pedestrian traffic and result in a significant economic cost.</p> <p>In addition, "N-2" would be counter to a 30+ year plan to redevelop Downtown Beaumont by re-establishing a rail track along Riverfront Park, just after 5 of the 6 rail yard tracks were removed, after a 20+ year effort.</p> <p>Again, alternative "E-1" would, by far, have the most minimal environmental, cultural and economic impact on our City.</p>	Thank you for your comment. Your alternative preference has been noted.	+	-	-	-	Community
2	Rebecca Rutledge, APAC	<p>We receive barges and any height restrictions would be detrimental to our commerce.</p> <p>We will be opposed to any restrictions to our receiving material via water.</p>	Thank you for providing information about the navigational needs of APAC. The use of the river for commerce is an important consideration in determining the bridge height for the alternative selected. Each alternative includes an option comparable to the existing condition (~150' for the existing location, and ~50' for I-10 location).	○	○	○	○	Bridge Height

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
3	Melinda Williams	I feel that changes need to be made to expedite rail traffic in Beaumont.	Thank you for expressing your support for the project. The purpose and need for the project recognize the need to move rail traffic through the Beaumont Region.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Project Needed
4	David Paderas	I like plans E1 and E2. Simpler, less construction, less traffic thru business and residential areas.	Thank you for your comment. Your alternative preference has been noted.	+	+	<input type="radio"/>	<input type="radio"/>	Community
5	Rowell, APAC	We receive materials by barge and are located north of the bridge. We need a minimum of 50 foot clearance so the tugs and barges can pass.	Please see response to Comment No. 2.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Bridge Height
6	Michael Getz, City of Beaumont, Mayor Pro Tem	I have looked at all 4 proposals and the only one that makes any sense to me is E-1.	Thank you for your comment. Your alternative preference has been noted.	+	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
7	Sonny Stevenson, Jr., Parkwood Land Company	Prefer N-1 N-2 lift bridge would be best for me Parkwood Land Company.	Thank you for your comment. Your alternative preference has been noted. However, alternatives N-1 and N-2 do not include a lift bridge.	<input type="radio"/>	<input type="radio"/>	+	+	Bridge Height
8	Zheng Tan, City of Beaumont, City Engineer	I would like to see either E-1 or E-2 alignments be selected for the future plan.	Thank you for your comment. Your alternative preference has been noted.	+	+	<input type="radio"/>	<input type="radio"/>	
9	Hal Bean, Slamback Partners	I represent a partnership that owns 24 acres south of IH-10 between the Neches River and Brakes Bayou. It is presently rented to APAC. The property uses the Neches River for barge access and is dependent on having the bridge movable for this access. If you need any further comments or have any questions, my phone is 409-659-0079.	Please see response to Comment No. 2.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Bridge Height

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
10	Chris Fisher, Port of Beaumont, Port Director & CEO	<p>Letter - Thank you for the opportunity to comment on the Neches River Bridge Study being conducted for the Texas Department of Transportation.</p> <p>The Port of Beaumont would like to ensure the study takes into account all of the future development plans for both sides of the Neches River in Jefferson and Orange counties, north and south of the existing rail lines.</p> <p>The port and our development partners expect rail traffic to increase significantly on both existing and expanding industrial facilities on port property. Collectively, the port and our partners are working on improvements to the existing rail lines to accommodate higher volumes of traffic which will continue to enhance employment and economic value to Southeast Texas.</p> <p>We would like the opportunity to review future grade separations and any changes to both through and local rail service in the area around the current rail infrastructure in the area of the bridge study.</p> <p>We appreciate your consideration in this matter.</p>	<p>TxDOT appreciates the involvement of the Port of Beaumont. TxDOT recognizes the importance of coordinating the project with future development. Additional coordination regarding the proposed industrial tracks that are planned to serve the POB's Orange County Development (North and South Terminals) is needed for any alternative that advances. TxDOT will continue to involve the POB as a key stakeholder in the project.</p>	-	-	-	-	Future Development

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
11	John Roby, Port of Beaumont, Director of Corporate Affairs	E-mail - Attached are the latest master plan drawings for the existing and future development of the port's Orange County terminal. These drawing are being sent in reference to the port's comments submitted by letter October 26, 2015 regarding the KCS Railroad Bridge study. Please contact me if you have any questions.	Thank you for providing the POB's future development plans. Please see response to Comment No. 10.	○	○	○	○	Future Development
12	Doug Landry, Amelia Neighborhood, Beaumont Housing Authority	Verbal - From a – from a viable standpoint, alternative E-1 seems the most feasible because of the amount of impact. It's less impact. It's cost feasibility. The one question that I do have is: Where does the funding come from? Is it TXDOT? Is it federal or is there more of a – is it railroad? Which railroad is subsidized by our government tax dollars. Of course, it's all tax dollars. Next question, if – if al – if there is a – if E-1 is not most feasible, the second would be N-1, as there would be less environmental impact based upon the exhibits presented. That's it. I'm also with Beaumont Housing Authority, which would affect low-income housing.	Thank you for your comment. Your alternative preference has been noted. Funding has not yet been identified, but may include a private-public partnership. With regards to low-income populations, the project is being conducted in accordance with Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” which requires each Federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations.	+	○	○	○	Funding, Low Income
13	Michael Getz, City of Beaumont, Mayor Pro Tem	Verbal - I'm Michael Getz. I'm the Mayor Pro Tem for the City of Beaumont. I've looked at all alternatives; and the only one that makes any sense to me is E-1, which is building a structure adjacent to the existing bridge. I think our citizens of Beaumont will be extremely opposed to N-1 and N-2, and E-2 looks like it would be way too costly and would involve condemnation of too much property for that to be a viable alternative as well. So, E-1	Thank you for your comment. Your alternative preference has been noted.	+	-	-	-	

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
		seems to be the only viable alternative to me. I'll put this in writing as well.						
14	Steve Hoffman, Resident, Member Dowlen West Neighborhood Assoc.	<p>Verbal - I reviewed all the plans with the different proposals that were out there. And to be honest, there's not one attaboy winner that's – that's a dead – dead-out winner. There's always – every one of them has got a "gotcha." You know, some are worse than others. I think the problem is that a lot of what was going on here y'all were not familiar with what the city's been trying to do.</p> <p>I mean, the city council meeting that I was at Tuesday, the riverfront park has been a thing they've been trying to develop. They've spent a lot of time getting rid of railroad tracks in that location so we could expand the park. And then commercial ventures – they were just talking at the council meeting about a restaurant on the river, which is highly wanted, as well as a downtown visitors' center park, a hotel that would be part of the convention center complex. And that was going to be on the riverfront. And you would have to work your way across the tracks.</p> <p>Prior we had a pedestrian tunnel as well as a surface asphalted way with a signal to, you know, prevent people from running into trains to make the B – the Burlington Northern track to go to the port. That's the BNSF. And, so, that development – part of what y'all want to do is either take a – take part of the land that's not been developed because the track has been blocking access to it down – down by the - the current main line tracks. And what I understand, as it was explained to me, that y'all would be pretty much containing that with fencing and stuff like that, which would make it not available for our activities.</p>	<p>Thank you for taking the time to provide comments regarding the alternatives and for sharing your knowledge of the project area. Your comments are responded to by topic as follows:</p> <p>Double Track Existing – An alternative that would replace the existing bridge with a double track bridge is under evaluation.</p> <p>Staging of Materials – The location for staging of materials would be determined by the contractor. As part of the environmental evaluation, a possible location is identified to account for potential impacts. Access to I-10 and the river are important considerations in determining the location selected.</p> <p>Riverfront Park, Historic, Community, and Existing and Future Development – Coordination with the City in regards to existing and future development plans is ongoing. Section 4(f) of the U.S. Department of Transportation Act requires federal transportation projects to avoid and minimize impacts to Section 4(f) properties such as parks and historic resources.</p> <p>Funding – Funding has not yet been identified but may include a private-public partnership.</p>	-	-	-	-	+ Double Track Existing, Staging of Materials, Riverfront Park, Historic, Community, Existing and Future Development, Funding, Noise, Traffic Patterns and Access

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
		<p>Even though it is close to the main line, you can deal with noise by putting a vegetation screening and -- and putting things that would knock the noise down. We've had to deal with that in the past because most of our winds in the summer come from the south. That blows the north noise into the park. So, we've dealt with that and not had a problem. So, you know, that one's kind of -- all this work going down for nothing with all these different things happening.</p> <p>The path to taking -- paralleling I-10, which I think is N-1 and 2, seemed at first to be good. Even your own people had some issues about possibly with the environmental impact in the Orange County area. You know, they thought that might be a -- something that might be a problem in the future, you know, that they may have issues with the waste site there, which I understand -- with the environmental site that's there -- right there by the -- Interstate 10, Highway 90. Which I understand that area because I remember what they used to have there. It was not -- not nice. And I think they were storing, you know, toxic waste there also.</p> <p>The problem is getting the trains to that -- that bridge, you know. There's not a good way because if you take the Burlington Northern track from their switch yard, that means you're going to come down and use the existing track that would take you to the port; and it goes right down across Martin Luther King, which is a major feeder north-south. We just made that into a major feeder, and they spent a lot of money. TXDOT put a lot of money into it.</p> <p>I would have no problem with that if y'all wanted to put an overpass or underpass in, you know; but we're not going to pay for it. And I'm not -- I can't see our taxpayers paying for</p>	<p>Noise -- An analysis of rail vibration and noise is being completed as part of the environmental analysis.</p> <p>Traffic Patterns and Access - Train volumes are expected to nearly double within the next 20 years. Changes in traffic patterns and access are evaluated as part of the environmental analysis.</p>					

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
		<p>something that we didn't even ask for, you know. So, I mean -- and that way you're not blocking -- I mean, it's bad enough what little switching they do much less putting a second main line in. So, that -- that becomes a problem.</p> <p>And to go down between Martin Luther King and Pine Street, it's almost touching the houses. I mean, it's basically running down the middle of a residential street. With the residential street, I mean, you barely can get a car, you know, down on one side or the other of the track without almost running into the grooves of the track at one point. And then how are they going to do a main line through there and not go one or two miles an hour, you know.</p> <p>And, plus, the volume of traffic is much -- train traffic through there would be much more than they have currently. The only time it was high volume was in the Iraq war when we were bringing a lot of tanks and stuff from the military bases and taking them into our port. I worked at a building that oversaw the switch yard -- the switch yard at the riverfront park area. They've now taken the majority of it out, and that - - that thing was -- constantly had wheels in motion. And you'd look out there and there's tanks as far as you could see in the yard and then, you know, personnel carriers and the like. And they would move out, and then another day later they'd be full again. So, it just was moving -- transiting through. But that was a unique situation. This would be all the time. So, I mean, that's going to be an issue.</p> <p>Blocking the major street is going to be a problem. Blocking Martin Luther King would be a major problem because that's the main feeder that comes off I-10 going to downtown, going to south county, going to the prisons. You've got all these plants, people coming from the other side of the river,</p>						

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
		<p>Orange County, in that area. They're going to come across I-10, going to take the exit for Martin Luther King, go down Martin Luther King to go to the plant jobs in Port Arthur and Mid-County. That's an issue. And, of course, there's people that work downtown and everything else.</p> <p>So, I mean, to me the most likely solution I could get behind is, my group and everything else, would be dual tracking; and that includes using the existing bridge, not an alternative bridge beside it, so that minimizes the use of land easements around there. I mean, they're already right -- going right between the court -- our county courthouse and our police department, which neither -- neither organization has money to rebuild. The one -- the courthouse is a historical building; so, you can't do anything with it anyway. The police department is highly functional. And you're going to -- there's some impact to that.</p> <p>So, I mean, the ideal is that, you know, use the current right of way and maybe a few more feet, dual track it, and then dual track it across the bridge. But that means that when you do reconstruct the bridge, you'd have to take down the main line for some X number of days as opposed to building a parallel structure so you wouldn't take it down. And I couldn't get behind building a parallel structure because ultimately then you're grabbing a whole lot of land that to me is not necessary.</p> <p>You know, the analogy I made to the gentleman that was explaining to me about the easements and when I asked the question -- I said, "So, when you build the interstates, Interstate 10, for instance, you're expanding the lanes and stuff, does that mean that you go out and buy, you know, 30 or 40 acres of land to stage your stuff on and then that gets</p>						

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
		<p>fenced off and kept so all that commercial property is no longer available because you had used it at one time to stage – stage materials?" I said, "That's not how you do it." And I can't make it – I can't see how it would work that way in this situation. I mean, there's places to stage building materials and equipment and stuff like that.</p> <p>I understand when you're going across a river it's more complicated, you know, connecting and – and all the things you have to do to make sure that the trains can travel on a safe track; but to me it's like that bridge has been there for a long time. I mean, I've got pictures that go back in the – I guess, the '40s and '50s. That's about when that bridge went in. Before that it was a swing bridge. And the bridge that's down north of it used to be a swing bridge with a trestle, and then they eventually made it into a lift bridge like with a – I forgot the term -- cantilever or something like that. I'm not -- I don't know what the term for it is engineering-wise, but that bridge -- now, then they eventually took that out when they switched everything to a main line.</p> <p>And, so, I guess my basic point is the -- as one of our councilmen told me today when he was looking at this -- he said, "The options seem to be bad and more bad." And I tend to agree with him because of -- it's -- the idea is good. It's just -- I think all the elements around what we're trying to do -- what you're trying to do is just not quite conducive. There's no obvious, you know, like, "Okay. Here it is" and it just -- everything falls into place and all the pieces fit if every one of them is going to have a downside.</p> <p>I'm not sure you're going to be able to sell any city participation to the public. I mean, seriously. I mean, the city's already spending a lot of money on trying to -- they're spending a lot of money on projects already and that's</p>						

Comment No.	Name, Representing	Comment	Response	Comment Analysis				
				E-1	E-2	N-1	N-2	General
		<p>committed; and then there's a long list of projects that people are demanding. And, so, to preempt that for this, they're going to look at it like this is a commercial venture. The railroads -- if the railroads need it, they should pay for it. They've got money. The businesses that are supplied by the railroads that are impacted, they should fund it, you know. But I don't think you're going to see us fund it because there's no grant money available.</p> <p>And given the way the oil is going right now at the state level - the way the oil business is going in the state, the revenue projections are not looking too good. Having lived in Austin for 15 years, I kind of got tuned in -- worked for the state for a while. Yeah, I understand that it's going to be tight at the state level for some years until the oil industry kind of gets back to stable and the prices, you know, are conducive.</p> <p>So, it's a great idea. You know, I'm not sure you've got all the solutions that would make it a winner. You know, I think somebody's -- somebody's going to be unhappy. It just depends how unhappy. And that's my -- my statement.</p>						

Legend: ○ No Preference + Preferable - Undesirable

Appendix A – Legal Notices

Beaumont Enterprise
Legal Notice 9/20/2015 and 10/11/2015

El Perico (Spanish Newspaper)
Legal Notice 9/20/2015 and 10/11/2015

Publishers Affidavit

Acct #056784103 Job =198783902 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:

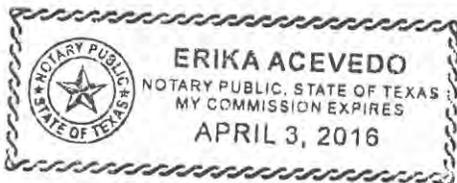
09-20-15 09-20-15 10-11-15

Victoria Bond
NEWSPAPER REPRESENTATIVE

SWORN AND SUBSCRIBED TO BEFORE ME, THIS 12TH DAY OF OCTOBER 2015,
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 April 3, 2016



NOTICE OF PUBLIC MEETING NECHES RIVER BRIDGE STUDY

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold an Open House to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the Beaumont region. The Open House will be held:

Wednesday, October 21, 2015
Attend anytime between 4:30 pm and 6:30 pm

Central Park Community Center 2925 Fannin Street, Beaumont, Texas 77701

Legal Notices

The public is invited to attend the Open House to view project maps and material, visit with team members, ask questions, and share comments. The meeting is an Open House format and no formal presentation will be given. Attendees can come at their convenience. The public meeting will be conducted in English, with meeting materials also available in Spanish. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745 at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

To fulfill the 1966 National Historic Preservation Act's Section 106 public involvement requirements, TxDOT will utilize public involvement

Legal Notices

procedures under the National Environmental Policy Act. The National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties. Consulting parties may provide input on key decision points in the Section 106 process. Individuals or organizations may request to become a consulting party for this project by contacting Mr. Gil Wilson at the address listed below.

Public comments may be submitted at the meeting or after the meeting, comments may be mailed to:

Mr. Gil Wilson,
TxDOT Rail Programs
125 East 11th Street,
Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

Comments must be received by October 31, 2015, to be included in the official record of the public meeting.

Legal Notices

Request for Proposal

Houston Regional HIV/AIDS Resource Group (TRG) announces an Request for Proposal (RFP) for HIV funding for the Beaumont/Port Arthur HIV Service Delivery Area DSHS Housing Opportunity for Person With AIDS (HOPWA) Grant (2/102016-103117). RFP packets/diskettes are available @ TRG or online: www.hivtrg.org beginning Weds Sept 23 @ 1 p.m. Technical Assistance Webinar Weds Sept 30 1-3 p.m. Letters of intent are due by Weds Oct 7 @ 5 p.m. Proposals are due by Weds Oct 21 @ 5 p.m. 500 Lovett Blvd, Suite 100, Houston, TX 77006 713-526-1016 NO LATE LETTERS OR PROPOSALS WILL BE ACCEPTED!



Beaumont

ESTATE SALE
4974 Highland Ave, Beaumont Sat. 9-4:30pm Sun. 1-4:30pm Heavy shop equipment, Ham & Radio equipment & MUCH MORE! Crystal409-344-3244

Kountze

ESTATE SALE Sat-Sun, Sept 19-20, 7am-5pm, 4591 Ellis Dr, 77625. Furniture, mirrors, baby clothes, toys, bedding, Hoveround scooter.

SERVICE DIRECTORY

Concrete Work

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Join a winning team with a 100 year history. Local/Regional work home daily. Great pay and benefits. Medical benefits after 30 days. Class 'A' CDL Required. Call Roger at: 665-260-9587. www.tankstar.com

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General

Bartender Part Time. Must be responsible and have experience. 409-826-4711, 10-4pm

CLERICAL PERSONNEL NEEDED!

Job Description: Perform duties too varied and diverse to be classified in any specific office clerical occupation, requiring limited knowledge of office management systems and procedures. Clerical duties may be assigned in accordance with the office procedures of individual establishments and may include a combination of collect, count and disburse money, do basic bookkeeping, complete banking transactions, communicate with customers, employees, and other individuals to answer questions, disseminate or explain information, take orders and address complaints. The target is to ensure excellent service standards and maintain high customer satisfaction and have good computer skills. **Salary/Weekly: \$606.** Interested person(s) should contact Garry: garry.mills@hotmail.com for more info and wages.

General

METER READERS NEEDED!

Diameter is currently hiring Meter Readers for local utilities in Beaumont and surrounding areas. You must be able to pass a criminal background check, drug screen and have a good driving record. Will train. Paid holidays/vacations.

Apply in person Monday, Sept. 21, 2015 1:00 pm-6:00 pm at: AccuRead Services 1050 Interstate 10 North Beaumont, TX 77702

Tuesday, September 22, 2015 8:00 am-4:30 pm at: Workforce Solutions 304 Pearl Street Beaumont, TX 77701

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General

Triangle Pawn
Now Hiring Full or Part Time.
3855 E. Lucas 995 S. 11th St.
Training on the job. Bilingual a plus. Starting pay \$8.50 (Depending on experience.) **Apply in person 10am-6pm**

General

Q STAFF Incorporated
Immediate need for Pipe Fabricator in Port Arthur, Texas. Long Term Pipe fabrication shop exp. TIG welding required. Experience reading isometric drawings and calculate take offs on different size pipes. Weekly pay and great benefits. Background Check and Drug Screen required.
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General

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COWBOYS Coach Jason Garrett says Brady playing now as well as he ever has

Continued from page 1D

In the three games Brady played that he could have missed, he completed 72.2 percent of his passes for 1,112 yards with nine touchdowns, no interceptions and a 119.6 passer rating. The Patriots have averaged 39.7 points per game while outscoring opponents by an average of 16.4 points per game.

"He's really an amazing player," Cowboys coach Jason Garrett said. "To think about him playing at that level for the last 15 years and maybe playing as well as he's ever played right now, it's amazing. He doesn't show any signs of

getting older physically. He moves around as well as he's ever moved around. I think he's throwing it as well as he's ever thrown it."

Brady, 38, owns a 184-55 record since taking over as the Patriots' starter three games into the 2001 season. That includes an NFL-record 21-8 postseason mark.

Brady's four Super Bowl victories tie Joe Montana, his childhood hero, and Terry Bradshaw for the most among quarterbacks in history.

Not bad for a sixth-round draft pick.

"I think it's that he always has a chip on his shoulder since college,

the quarterback battle he went through in college," said Cowboys backup quarterback Matt Cassel, who spent four seasons in New England as Brady's backup. "So I don't think he ever takes anything for granted. He knows that the reason he got his shot is because (Drew) Bledsoe went down. He always would tell me that you never want to see somebody else doing your job. I think he always takes that approach, so because of that, it always motivates him and continues to drive him to be the best that he can be."

On Super Bowl Sunday, Cowboys rookie defensive back Byron Jones took a

break from pre-combine training in Pensacola, Fla., to watch Brady beat the Seattle Seahawks. Jones hadn't even turned 8 years old when Brady suited up for his first game.

Now, Jones will try to keep up with Brady.

"It's crazy," Jones said. "When I was back at UConn, I wouldn't think like, 'Oh, I could be here someday,' but here I am. So it's pretty cool. It's really cool."

He isn't just another face, or just another name. His name is Tom Brady, and winning is his game.

"The secret sauce is Tom Brady," Cowboys defensive end Jeremy Mincey said. "You take him off it's like



Charles Krupa/The Associated Press

New England Patriots quarterback Tom Brady answers a question during a news conference prior an NFL football practice in Foxborough, Mass., Oct. 7. The Patriots will travel to Dallas to face the Cowboys today.

taking cheese off a cheese-burger. You see what I'm saying? So he is the secret sauce."

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GARAGE SALE

Beaumont
Estate Sale 720 Wade, Bmt. Furniture, Vintage items, collectibles, Oct. 16-17, 8-2pm

Winnie
Crystal Beach - Estate Sale Fri, Sat & Sun, 10am-4pm. 995 S. Redfish. Lots of beach stuff. Everything must go!

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Legal Notices
INVITATION TO BIDDERS

Sealed bids addressed to the Jefferson County WCID#10 (JCWCID10) will be received until 2:00 PM on Wednesday, November 11, 2015 for furnishing necessary materials, equipment, superintendence and labor for the construction of Jefferson County Water Control & Improvement

Legal Notices
District #10, 2009 Sanitary Sewer Improvements Project TWDB CWSRF NO. 72332 - Lift Station #01 and Lift Station #02 Rehabilitation Project, generally described as the rehabilitation of two (2) existing lift stations.

Bids will be received at the office of Jefferson County WCID#10, 3707 Central Blvd., Nederland, Texas 77627. The bids will be publicly opened and read at said office at the time set forth. There will be a N O N - M A N D A T O R Y pre-bid conference with the Owner, Engineer, and Prospective Bidders at 10:00 AM on Wednesday, October 28, 2015 at the offices of Jefferson County WCID#10.

The right is reserved by the JCWCID#10, as its interest may require, to accept or reject any or all bids, and to waive any informality in the bids received.

The Contract Documents, including the Plans and Specifications, are on file and may be examined at the office of Carroll & Blackman, Inc., 3120 Fannin Street, Beaumont, Texas. Copies may be secured from Carroll & Blackman, Inc. for a non-refundable payment of \$150.00.

Bid Security, only in the form of: 1) a certified or cashier's check drawn on a Texas bank and made payable to Jefferson County WCID#10; or 2) a bond executed by a surety company authorized to do business in Texas, in the amount of not less than five (5%) percent of the total bid, must accompany each bid at the time it is submitted.

Bids may be held by the Jefferson County WCID#10 for a period not to exceed 60 days from the date of the bid opening for the purpose of reviewing the bids and investigating the bidder's qualifications prior to the contract award.

Any contract or contracts awarded under this invitation for bids are expected to be funded in part by a loan from the Texas Water Development Board, and shall be referred to as Project No. 72332. Neither the State of Texas nor any of its departments, agencies, or employees is or will be a party to this invitation for Bids or any resulting contract.

Attention is directed to the fact that prevailing wage rates are required as provided by law and the Special Conditions of Agreement in the Contract Documents.

Upon award, the successful bidder will be required to fur-

Legal Notices
nish payment and performance bonds.

Equal Opportunity in Employment will be required on this project.
JEFFERSON COUNTY WCID #10
By: Tommy McDonald, District Manager

Most return vehicle owned by Michael Osborne that was loaned to J. Harlow and J. Pelt on September 11, 2015. The vehicle is a 2010 blue Honda Civic LX, License # DS4R660. The vehicle must be returned within 30 days from October 9, 2015 or it will be reported stolen.

NOTICE OF PUBLIC MEETING NICHES RIVER BRIDGE STUDY
The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold an Open House to present proposed rail improvements for the Naches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Naches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the Beaumont region. The Open House will be held:

Wednesday, October 21, 2015
Attend anytime between 4:00 pm and 6:30 pm
Central Park Community Center 2925 Fannin Street, Beaumont, Texas 77701

The public is invited to attend the Open House to view project maps and material, visit with team members, ask questions, and share comments. The meeting is an Open House format and no formal presentation will be given. Attendees can come at their convenience. The public meeting will be conducted in English, with meeting materials also available in Spanish. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745 at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

To fulfill the 1966 National Historic Preservation Act's Section 106 public involve-

Legal Notices
ment requirements, TxDOT will utilize public involvement procedures under the National Environmental Policy Act. The National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties. Consulting parties may provide input on key decision points in the Section 106 process. Individuals or organizations may request to become a consulting party for this project by contacting Mr. Gil Wilson at the address listed below.

Public comments may be submitted at the meeting or after the meeting, comments may be mailed to:
Mr. Gil Wilson,
TxDOT Rail Programs
125 East 11th Street
Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

Comments will be received by October 31, 2015, to be included in the official record of the public meeting.

NOTICE OF PUBLIC SALE
Notice of public sale of property to satisfy landlord lien. Sale will be on October 21, 2015. Sale will be at 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
850 IH-10 SOUTH
BEAUMONT, TEXAS 77707
(409)840-4680

Tammy Burden: TV, toolbox Wead water and misc household items

NOTICE OF SALE
SE TX Portable Moving & Storage, LLC, hereby publishes notice as required by Texas Self-Service Storage Facility Liens Act (TX Sect. 59.041) of a public sale of the property listed below to satisfy a landlord lien. All sales are for cash to the highest bidder and are considered final. SE TX Portable Moving & Storage, LLC reserves the right to reject any bids. The sale will be held at 3250 Interstate 10 S. Beaumont, TX. 77705 and will be held at 10:00 AM on Monday, October 19, 2015. CUS-TOMER POD# Barnes, Eugene 83518147 Carter, Jamie 81568147 Mays, Flintley 83068147 Meredith, Michael 81528147 Obrien, Kelly 82048147 83928147 Simon, Shelley 83588147 Contents include but not limited to: household items, books, exercise equipment stereo equipment and more.

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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):

September 20, 2015

(newspaper or publication representative's signature)

Subscribed and sworn to before me this the 21 day of September, 20 15,

to certify which witness my hand and seal of office.

Manuel Rodriguez

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

Appendix B – Display Ads

Beaumont Enterprise
Display Ad 9/20/2015 and 10/18/2015

El Perico
Display Ad 9/20/2015 and 10/18/2015



Join the Texas Department of Transportation (TxDOT) in discussing proposed rail improvements for the Neches River Bridge Study



**Wednesday, October 21, 2015
Attend anytime between
4:00 p.m. and 6:30 p.m.**

**Central Park Community Center
2925 Fannin Street
Beaumont, Texas 77701**

The public meeting will be conducted in English, with meeting materials also available in Spanish. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745 at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.



Miércoles, Octubre 21, 2015
Asistir a cualquier hora entre las
4:00 p.m. y 6:30 p.m.

Central Park Community Center
2925 Fannin Street
Beaumont, Texas 77701

Únase al Departamento de Transporte de Texas (TxDOT) en la discusión de las mejoras ferroviarias propuestas para el Estudio del Puente Rio Neches



La reunión pública se realizará en inglés, con materiales de la reunión también disponibles en español. Personas interesadas en asistir a la reunión que tienen necesidades de comunicación especial o de acomodación, o necesiten un intérprete favor de ponerse en contacto con la Public Information Officer (Oficial de Información Pública) del TxDOT, Sarah Dupre, a (409) 898-5745 por lo menos dos días antes de la reunión. TxDOT hará todos los esfuerzos razonables para acomodar estas necesidades.

El Perico 9/20/2015 and 10/11/2015

Appendix C – News Articles

Beaumont Enterprise 10/6/2015

Fox 4 10/12/2015

Sections

EDITORIAL: Train bridge over Neches River needs best possible site

By Enterprise editorial staff Published 4:00 am, Tuesday, October 6, 2015

0

Bridges are not cheap, and the one that is going to be built over the Neches River somewhere near downtown Beaumont to ease congestion will be no exception. At this point, it's not even clear who will pick up the tab - the state highway department, the city of Beaumont, the railroads involved, or all three in some combination.

But this bridge will have a life span measured in decades. The whole purpose of building it is to keep vehicle traffic flowing better downtown, reduce air pollution from idling engines and get trains quicker from Point A to Point B.

For those reasons, city officials should do everything possible to get the best, long-term solution, even if it costs more than other options.

Right now there are four routes are under consideration. Two are near the Neches River (Purple Heart Memorial) Bridge that also is undergoing reconstruction. The city already opposes them because of the negative impact on the Old Town neighborhood and the riverfront. The goal in recent years has been to free up the riverfront for recreation or development, not congest it more.

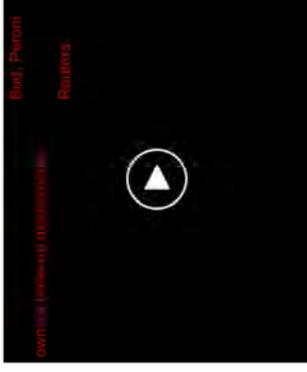
The other two options would be upstream from the existing lift bridge near Riverfront Park. City officials support these even though they are more expensive, perhaps as much as \$430 million. That's a lot of tax

dollars, but it also saves more money by keeping vehicles and trains moving along as quickly as possible. This is where the city's focus should be.

Latest local news

- Beaumont grown-ups color to de-stress, relax
- Local parents protest tougher exams
- Beaumont woman admits she robbed, kidnapped a John
- BP seeks Hardin County oil
- Former Orange Co. jailer on trial for assault

Latest News Videos



More videos:



A public meeting on possible routes will be held from 4 p.m. to 6:30 p.m. Oct. 21 at the **Central Park Community Center** at 2925 Fannin.

This is one of those issues that will have a long-term impact on Beaumont and the railroads that serve it. The people of Beaumont deserve the best solution, not the easiest one.

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10 Best All-Wheel-Drive Vehicles
Kelley Blue Book Refinery29



Netflix in October - Awesome
Refinery29



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Instant Checkmate



Have You Ever
Yoh

Around the Web

The Top Most Powerful Armies in The World By Rank
(Shoopaedia)

Kelley Blue Book's Top Picks for 2015 Cars
(Kelley Blue Book)

Here's What '80s Music Video Vixens Look Like Today
(iZmika)

Danger: String Bikinis Do Not Function On Trampolines!
(iZmika)

We Recommend

Man on far North Side mistakes wife for intruder, shoots, kills her
(Beaumont Enterprise News)

Lamar student airlifted to hospital for burns
(Beaumont Enterprise News)

Playboy to stop running pictures of completely naked women
(Beaumont Enterprise News)

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7 Health Mistakes You're Making Before Noon
Health - Aetna's.com



The Last 12 Presidents Ranked from Worst to First
InsideGov



Here's Why You Should Stop 'Googling' Your Name
Esaveriffed.com



Here's Everything Leaving Netflix In October
Refinery29

Top Stories

Woman snorting something at Astros-Royals game responds to internet accusers

Were you 'Seen' at Dogtoberfest?

Police: Ec-A&M football player admits to killing jogger

Possible unmarked graves pose problem for Jefferson Co. officials

World's biggest beer makers agree to join forces

Home buyers must be fast in SE Texas

Beaumont corrections officer admits to sex with inmate

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- Town Hall
- Golden Apple Award

Trending

- Local Sports - KRTV-TV FOX 4 Beaumont
- Southeast Texas Live - KRTV-TV FOX 4 Beaumont
- Local Weather - KRTV-TV FOX 4 Beaumont
- You're invited to hear rail improvement proposal for Neches River Bridge - KRTV-TV FOX 4 Beaumont - Top Stories
- Programming - KRTV-TV FOX 4 Beaumont

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News = Top Stories = You're invited to hear rail improvement

Top Stories

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- Man accused of shooting woman in the head in Port...
- Two businesses robbed in Port Arthur
- You're invited to hear rail improvement proposal...
- Seniors more at risk to get the flu

You're invited to hear rail improvement propo... text size A A A



Updated: Monday, October 12 2015, 12:00 AM CDT

BEAUMONT - State officials are inviting you to join a discussion on a proposal for rail improvements to the Neches River Bridge.

Texas Department of Transportation officials will hold an open house on Oct. 21 at the Central Park Community Center in Beaumont. The open house is from 4 p.m. until 6

p.m.

Officials will present the rail improvement proposal for the Neches River Bridge.

Officials say the project would provide a second rail crossing over the Neches River to support industrial facilities and reduce delays affecting drivers.

Advertisement

0 Comments

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Appendix D – Letter to Elected Officials

U.S. Senator John Cornyn

U.S. Representative Randy Weber

State Representative Joe Deshotel

State Senator Brandon Creighton

Texas Railroad Commissioner David Porter

Jefferson County Commissioner Eddie Arnold

City of Beaumont Council Member Claude Guidroz

City of Beaumont Council Member Audwin Samuel

City of Beaumont Mayor Becky Ames

Orange County Commissioner John Banken

Orange County Commissioner Jody Crump

Orange County Judge Stephen Carlton



September 18, 2015

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 Public Meeting

Dear Senator Cornyn:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

The purpose of this public meeting is to introduce the study and solicit feedback about the purpose and need of the project and alternatives considered. You are encouraged to attend the public meeting and share this information with other elected officials and representatives within your locality and other potentially interested stakeholders. The meeting is an open house format and no formal presentation will be given. The open house will be held:

Wednesday, October 21, 2015, attend anytime from 4:00 pm to 6:30 pm
Central Park Community Center, 2925 Fannin Street, Beaumont, Texas 77701

To fulfill the 1966 National Historic Preservation Act's Section 106 public involvement requirements, TxDOT will utilize public involvement procedures under the National Environmental Policy Act. The National Historic Preservation Act takes into account the effects of the undertaking on eligible or listed National Register properties. Consulting parties may provide input on key decision points in the Section 106 process. Individuals or organizations may request to become a consulting party for this project by contacting:

Gil Wilson, Rail Programs Section Manager
Texas Department of Transportation
125 East 11th Street, Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

Comments about the project may be submitted at the meeting or mailed to the above address by October 31, 2015. 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 meeting please contact Gil Wilson at (512) 486-5103.

Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

The Honorable Randy Weber
United States 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 Public Meeting

Dear Representative Weber:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

The purpose of this public meeting is to introduce the study and solicit feedback about the purpose and need of the project and alternatives considered. You are encouraged to attend the public meeting and share this information with other elected officials and representatives within your locality and other potentially interested stakeholders. The meeting is an open house format and no formal presentation will be given. The open house will be held:

Wednesday, October 21, 2015, attend anytime from 4:00 pm to 6:30 pm
Central Park Community Center, 2925 Fannin Street, Beaumont, Texas 77701

To fulfill the 1966 National Historic Preservation Act's Section 106 public involvement requirements, TxDOT will utilize public involvement procedures under the National Environmental Policy Act. The National Historic Preservation Act takes into account the effects of the undertaking on eligible or listed National Register properties. Consulting parties may provide input on key decision points in the Section 106 process. Individuals or organizations may request to become a consulting party for this project by contacting:

Gil Wilson, Rail Programs Section Manager
Texas Department of Transportation
125 East 11th Street, Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

Comments about the project may be submitted at the meeting or mailed to the above address by October 31, 2015. 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 meeting please contact Gil Wilson at (512) 486-5103.

Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Representative Deshotel:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Senator Creighton:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Texas Department of Transportation
125 East 11th Street, Austin, TX 78701-2483
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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Chairman Porter:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Commissioner Arnold:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Texas Department of Transportation
125 East 11th Street, Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Council Member Guidroz:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Texas Department of Transportation
125 East 11th Street, Austin, TX 78701-2483
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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Council Member Samuel:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Texas Department of Transportation
125 East 11th Street, Austin, TX 78701-2483
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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Mayor Ames:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Commissioner Banken:

The Texas Department of Transportation (TxDOT) in partnership with the Federal Railroad Administration (FRA) will hold a public meeting to present proposed rail improvements for the Neches River Bridge Study. The proposed improvements are being evaluated through an Environmental Assessment (EA). The purpose of the project is to improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the region.

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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Commissioner Crump:

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Sincerely,

Erik Steavens
Rail Division Director

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



September 18, 2015

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 Public Meeting

Dear Judge Carlton:

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Sincerely,

Erik Steavens
Rail Division Director

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

Appendix E – Postcard Notice

Postcard

Mailing List



You're Invited!

NECHES RIVER BRIDGE STUDY OPEN HOUSE

Neches River Bridge Study Open House

Wednesday, October 21, 2015
Miércoles, Octubre 21, 2015
4:00–6:30 p.m.

Central Park
Community Center
2925 Fannin Street
Beaumont, TX 77701

Join the Texas Department of Transportation (TxDOT) in discussing proposed rail improvements for the Neches River Bridge. For more information go to www.txdot.gov and search "Neches River Bridge" in the search bar.

The public meeting will be conducted in English, with meeting materials also available in Spanish. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745 at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

Únase al Departamento de Transporte de Texas (TxDOT) en la discusión de las mejoras ferroviarias propuestas para el Puente Rio Neches. Para más información vaya a www.txdot.gov y buscar "Neches River Bridge" en la barra de búsqueda.

La reunión pública se realizará en inglés, con materiales de la reunión también disponibles en español. Las personas interesadas en asistir a la reunión que tienen necesidades de comunicación especial o de acomodación, o necesitan un intérprete favor de ponerse en contacto con la Public Information Officer (Oficial de Información Pública) del TxDOT, Sarah Dupre, a (409) 898-5745 por lo menos dos días antes de la reunión. TxDOT hará todos los esfuerzos razonables para acomodar estas necesidades.



TxDOT Rail Programs
125 East 11th Street
Austin, TX 78701-2483

NAME	ADDRESS 1	ADDRESS 2	CITY	STATE	ZIP
ISIDRO & RITA GUERRERO					
711 PINE STREET PROPERTIES LLC					
850 PINE STREET INC					
AARON M. DOUGHTY					
ABNER M ALBRITTON	PROPERTY OWNER OF				
ANGELICA CARRIER					
ANNA BELLE DAVIS ESTATE					
ANNA H TAGER	PROPERTY OWNER OF				
ANNIE PEARL CARTER					
ARCELIA LOZA TORRES					
BEAUMONT BARRY PROPERTY LLC					
BEAUMONT COMMUNITY CREDIT	UNION				
BEAUMONT LAUREL ST INVESTMENTS					
BEAUMONT MAIN STREET	MAIN STREET MANAGER				
BEAUMONT PRECISION MACHINES					
BEAUMONT REAL ESTATE HOLDING	% CLARKE & COMPANY				
BEAUMONT RICE MILLS, AGENT					
BEAUMONT TRANSIT					
BENNY SR & VIRGINIA MENDOZA					
BETTY JEAN WELLS COLLINS					
BOBBY F GOZA JR					
BO-MAC REAL ESTATE, LLC	% BOMAC CONTRACTORS, MARINE DIV.				
BROUSSARD'S MORTUARY INC					
BURLINGTON NORTHERN SANTA FE	% PROPERTY TAX DEPT				
CHARLES B CRABBE					
CHARLES E JONES	PROPERTY OWNER OF				
CHRIS BOONE, DIR. OF	CITY OF BEAUMONT/ PLANNING/HPO				
CITY OF BEAUMONT					
COLE AT BEAUMONT TX LLC					
DAVID & RUTHIE MALONE					
DAVID L. STARLING	KCS, CHIEF EXECUTIVE OFFICER				
DEAN WESLEY SCHLETT					
DEBRA RENA BENARD					
DENNIS BEARD MINISTRIES INC					
DOANELL CURTIS SR					
DOROTHY M HARRIS					
DOYLE & PEGGY S TURNER					
E BURNIE BURNISTINE					
EASTHAM FORGE INC	ATTN: GEORGE BUSCEME				
EBENEZER MISSIONARY BAPTIST	CHURCH OF BEAUMONT TEXAS INC				
EBENEZER MISSIONARY BAPTIST	CHURCH OF BEAUMONT TEXAS INC				
EDISON PLAZA PARTNERS LLC	% EQUITAX PROP CONSULTANTS INC				
EDWARD LITTLE JR					
ENTERGY TEXAS INC	% TAX DEPT (L-ENT-12B)				
ERIC D & BRENDA BOONE					
ERIKA I TAPIA & MARTHA CASTREJON					
FAMILY DOLLAR STORES OF TX LP					
FLOSSIE CALLIGAN					
FLOYD & SHIRLEY F JONES					
FRED SOUTHWELL					
G M KREPPER ESTATE					
GENEVIEVE SAVOY					
GERDAU AMERISTEEL US INC.					
GOLDEN TRIANGLE INVESTMENTS LP					

GREATER BEAUMONT	CHAMBER OF COMMERCE			
GREENFIELD ENV. MULTISTATE TRUST	% GALUSHA , HIGGINS, & GALUSHA			
GREGORY PERRY				
H H SANDERS AND SONS				
H2H MANAGEMENT GROUP LLC				
HAMIDULLAH M ET AL HABIB				
HAZEL STEVENS				
HEBERT-GREEN L P				
HEISIG STORAGE & TRANSFER	% SANDRA HARRIS			
HELEN BLEDSOE				
J COLIN & CHARLES B CRABBE				
JACK BAXTER				
JAKE J DALEO				
JAMES NEVILLS (CD)	MARY RAWLINS (LH)			
JAMES R LEGGETT				
JARON B & LAURA SESSIONS				
JEFFERSON COUNTY				
JENNY FERTITTA MILLER				
JIMMY CANTUE ESTATE				
JIMMY M CANTUE				
JOE C HOLLAND				
JOEL DEEDE				
JOHN GRIFFIN JR ESTATE				
JOHN ROBINSON JR				
JOHN ROBSON				
JOHN WALTER				
JOHNNIE JOHNSON				
JORGE CASTELAN				
JPE LTD				
JUANITA THOMPSON MADEN				
KATHRYN ANN HUTCHISON	C/O MR. ALLAN BAILEY, ET AL			
KENNETH A JR & CONNIE GENGO				
KEVIN RICHARD LONG ESTATE	HARVEY L WARREN III ADM OF ESTATE			
KITTY HENDERSON, EXE. DIRECTOR	HISTORIC BRIDGE FOUNDATION			
LILLIE FLEMINGS LAWSON	% MAE S THOMAS			
LINDA M PETE				
LORRAINE RICHARDS	MICHAEL BAKER INTERNATIONAL			
LOUIS TORRES				
LUGO EDUARDO QUINTANAR				
M & B INVESTMENTS LP				
MANUEL ALFARO				
MARCELO & MARVELLA REYNA				
MARGARET ANN CARTER				
MARGOT E. FISCHER				
MARIA DELCARMEN ACOSTA				
MARILYN J DURSO				
MARILYN JOYCE GUILLORY				
MARK WOLFE, THC, SHPO	ATTN: LINDA HENDERSON, TXDOT REVIEWER			
MIGUEL & FLORATINA MARTINEZ				
MIKE LEE INVESTMENTS LLC				
MINISTRIES OF MIRACLES IN	MOTION INC			
MIRACLE DELIVERANCE	TABERNACLE			
MUNRO DRY CLEANING CO				
MUNRO DRY CLEANING CO				
NAKISHA MYLES, COMM. SPECIALIST	BEAUMONT ISD COMMUNITY RELATIONS			
NANCE INT'L PROPERTIES LLC				
NELLIE R. TRAVIS				

NORRIS NARCISSE				
NRG PARTNERS LTD				
OFFICER KIBODEAUX / ORNELAS	NEIGHBORHOOD ASSOC. OF BEAUMONT			
OHMSTEDE MACHINE WORKS	% CLARKE & COMPANY			
PARKWOOD LAND CO				
PATRICK H GIBBS				
PATRICK HENRY PHELAN &	MICHAEL ARTHUR PHELAN - TR			
PAUL W. EDDY, ADMINISTRATOR	BEAUMONT PUBLIC LIBRARY SYSTEM			
PLUMBING SPECIALTIES INC				
PORT OF BEAUMONT				
PORT OF BEAUMONT				
PORT OF BEAUMONT NAV DISTRICT				
PROVOST UMPHREY LAW FIRM				
RAMON AGUILAR				
RAMONA HUTCHINSON	JEFFERSON CO. CLG, PRESERVATION OFFICER			
RAY INVESTMENT PROPERTIES				
RAYMOND OCHOA	%ALBERT OCHOA			
RICHARD E JENKINS				
ROBERT LEE FORWARD				
ROY L GOSS				
RUBY N PETRY GUIDRY	% JOHN M GUIDRY			
RUTH LAMAR NUGENT				
SABINE-NECHES NAV. DISTRICT				
SAMUEL CARDENAS				
SCOTT OLIVE MISSIONARY BAPTIST	CHURCH			
SHIRLEY DESHOTEL				
SLAMBACK PARTNERS	% HAROLD BEAN III			
SOUTH EAST TEXAS	REGIONAL PLANNING COMM.			
SOUTHEAST TEXAS	ECON. DEVELOPMENT FOUNDATION			
STANLEY & FAYE GUILLORY				
STATE OF TEXAS				
SUHOR INDUSTRIES INC				
THERESA GOODNESS	JEFFERSON CO. HISTORICAL COMM., CHAIR			
TOM & SANDRA LETOURNEAU				
VIRGINIA C OXFORD				
WILLIE MAE ANDRUS				
WILLIE MAE YOUNG &	IRVING G YOUNG SR ESTATE			
YUAN & OLIVIA TURK				

Appendix F – E-mail Notice

E-mail Notice

Newsletter Attachment

From: Richards, Lorraine
To: [REDACTED]

Subject: TxDOT Neches River Bridge Study – Newsletter and Public Open House Notice
Date: Wednesday, September 30, 2015 10:49:00 AM
Attachments: [Neches Bridge Newsletter -October 2015.pdf](#)
Importance: High

Good morning,

The Texas Department of Transportation (TxDOT) is proposing rail improvements for the Neches River Bridge in the City of Beaumont, Texas. The attached project newsletter provides additional information about this proposed project and the upcoming Public Open House. The proposed project would improve rail operations through the Beaumont area by providing a second rail crossing of the Neches River. The project would support and enhance industrial facilities utilizing rail, marine and highway services in the Beaumont region.

We encourage you to join TxDOT at the Public Open House for this project on Wednesday, October 21, 2015, anytime from 4:00 p.m. to 6:30 p.m. at the Central Park Community Center, 2925 Fannin Street, Beaumont, Texas 77701.

Thank you in advance for your interest in this project.

Lorraine

Lorraine Richards, AICP | Project Manager, Environmental / Planning / Public Involvement | Michael Baker International
17721 Rogers Ranch Parkway, Suite 250 | San Antonio, TX 78258 | [O] 210-408-3705 | [M] 210-896-

0758 (Primary)



| www.mbakertl.com

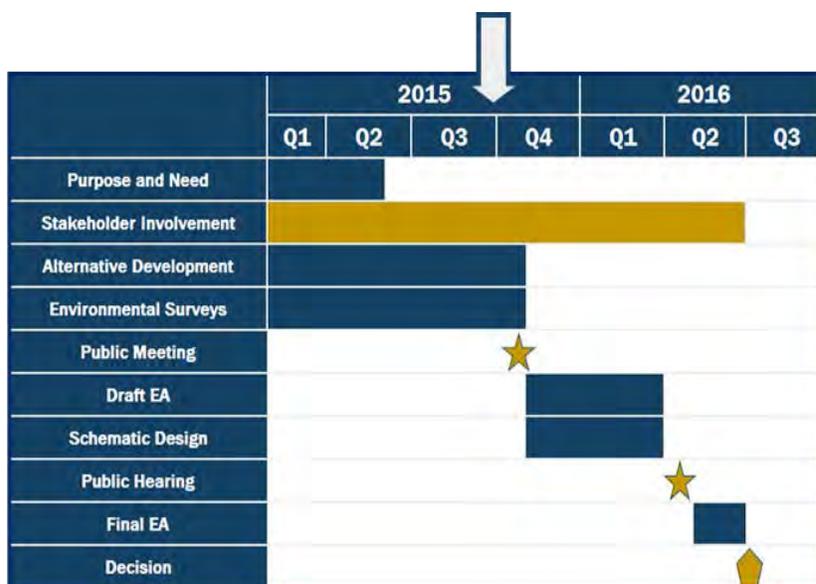
NECHES RIVER BRIDGE STUDY



PROJECT BACKGROUND

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 bridge averages 7-8 lifts per week which result in train delays while ships navigate the river below. The Texas Department of Transportation (TxDOT) conducted a feasibility study for this crossing of the Neches River in 2013. The current study will complete the National Environmental Policy Act (NEPA) requirements. A purpose and need statement is fundamental to developing a proposal that will require NEPA evaluation such as an Environmental Assessment (EA).

PROJECT TIMELINE



WHAT IS THE PROCESS FOR COMPLETING THIS STUDY?

The Project Timeline shows the primary steps of the NEPA process. Key stakeholders are engaged early as the study team develops the purpose and need and alternatives to consider. This coordination continues as preliminary engineering studies and environmental surveys are conducted to determine the recommended Preferred Alternative that will be evaluated in detail in the Draft EA along with the No Build Alternative. TxDOT will hold a Public Meeting to seek additional input before the study team develops the Draft EA. When the Draft EA is available for review, TxDOT will offer a Public Hearing to solicit comments on its findings. The study team will then respond to comments within the Final EA prior to the lead agency making a decision.

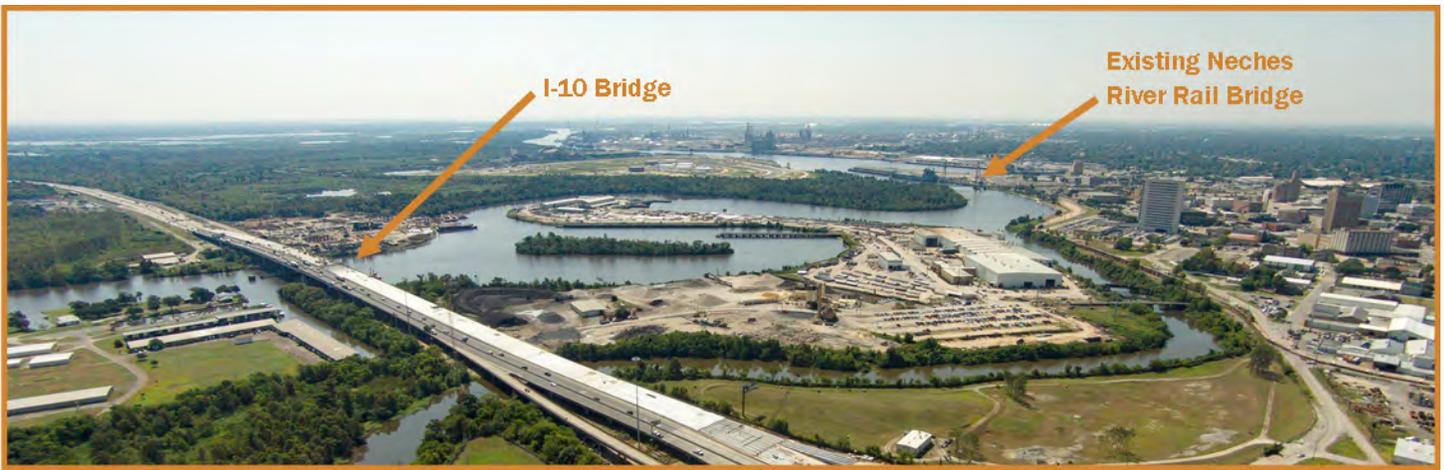
PURPOSE OF THE PROJECT

Improve rail operations by maintaining existing rail mobility and continuity while providing rail capacity to accommodate growth. The project would support and enhance industrial facilities that use rail, marine, and highway services.

PROJECT 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 and local rail traffic serving existing and expanding industrial facilities. Without improvements, operations will deteriorate in the future with increased rail traffic.





NO BUILD ALTERNATIVE

This alternative establishes that Beaumont's rail network would benefit from having additional rail lines at the Neches River crossing and serves as a baseline for evaluating the Build Alternatives.

BUILD ALTERNATIVES

Existing Alignment Alternative E-1: Builds an additional track over the Neches River supported by a new lift-span or fixed rail bridge that is parallel to and north of the existing KCS Railway lift-span rail bridge. The base elevation would be the same as the existing Neches River Bridge.

Existing Alignment Alternative E-2: Builds an additional track over the Neches River supported by a new lift-span or fixed rail bridge parallel to and north of the existing KCS Railway lift-span bridge. The base elevation would be the same as the I-10 vertical clearance. The west approach would use a viaduct, the east approach a trestle structure. Horizontal curves in the track would allow the UPRR to tie into the KCS main-line. Two additional UPRR bridges and two grade crossings would be constructed at the east end of the project limits.

Northern Alignment Alternative N-1: Builds a new alignment that crosses the Neches River with a single-track, fixed-span bridge just south of the I-10 Bridge over the Neches River. This alignment would also include a rail grade separation to alleviate the need for a diamond connection between the KCS and UPRR rail traffic east of the Neches River. On the west side of the Neches River, the alignment upgrades the existing BNSF single track along Long Avenue and adds an additional track along the First Avenue/Gulf Street corridor.

Northern Alignment Alternative N-2: Builds a new alignment that crosses the Neches River with a single-track, fixed-span bridge just south of the I-10 Bridge over the Neches River similar to Alternative N-1. On the west side of the Neches River, the alignment would upgrade the existing BNSF track along and through the former Port of Beaumont yard that roughly follows Pine Street.

UPCOMING PUBLIC MEETING

Join TxDOT in discussing proposed rail improvements for the Neches River Bridge

Wednesday, October 21, 2015

Attend anytime from 4:00 p.m. – 6:30 p.m.

**Central Park Community Center
2925 Fannin Street, Beaumont, Texas 77701**

The public meeting will be conducted in English, with meeting materials also available in Spanish. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745 at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

SECTION 106 PROCESS

(www.achp.gov)

TxDOT will use public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

The National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties. Consulting parties may provide input on key decision points in the Section 106 process.

Individuals or organizations may request to become a consulting party for this project by contacting:

Mr. Gil Wilson, TxDOT Rail Programs
125 East 11th Street, Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

Appendix G – TxDOT Websites

TxDOT Hearings and Meetings

TxDOT Beaumont District

TxDOT Rail Division



Get Involved

- Hearings & Meetings >
- Committees
- Volunteer >
- Archive >

Open House - Neches River Bridge

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

Where: Central Park Community Center
2925 Fannin St.
Beaumont, TX 77701

When: Wednesday, Oct. 21, 2015
4 p.m. - 6:30 p.m.

Purpose: TxDOT is hosting an open house to discuss proposed rail improvements for the [Neches River Bridge](#). The study team will introduce the study, outline proposed alternatives and detail the alternatives screening process.

Description: 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 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.

Downloads:

- [Notice](#)
- [Notice \(Español\)](#)
- [Exhibits](#)
- [Exhibits \(Español\)](#)
- [Newsletter](#)
- [Newsletter \(Español\)](#)
- [Existing Alignment Alternative E-1](#)
- [Existing Alignment Alternative E-2](#)
- [Northern Alignment Alternative N-1](#)
- [Northern Alignment Alternative N-2](#)

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

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

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125 East 11th Street • Austin, Texas 78701



Inside TxDOT

Projects

- Project Tracker
- 100 Congested Roadways
- Prop 12 >
- Revenue-Backed Bond (Prop 14)
- Planned Projects (Prop 14J)
- Status Reports Awaiting Funding (Rider 19)
- Stimulus Funding >
- Projects & Studies >
- Projects by Districts
- Project Web Sites
- Transportation Expenditure Reporting System
- Project Status Reports

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:

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- 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

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

Downloads

- [Project Purpose and Need Statement - May 2015](#)
- [Newsletter - October 2015](#)
- [Existing Alignment Alternative E-1](#)
- [Existing Alignment Alternative E-2](#)
- [Northern Alignment Alternative N-1](#)
- [Northern Alignment Alternative N-2](#)

Contact

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

(512) 486-5137

[Email](#)

Expand Footer ▾



Inside TxDOT

Forms & Publications

- Transportation Links
- Complaints
- Federal Transportation Agencies
- Maps
- State Departments of Transportation
- Consultants and Contractors
- Doing Business >
- Newsletters >
- Safety Information >
- Online Forms FAQs
- Tools and Plug-Ins

Page Options

Rail and Rail Safety - Reports and Publications

[Home](#) > [Inside TxDOT](#) > [Forms & Publications](#)

You may download the software ([Tools and Plug-Ins](#)) needed to access forms or view frequently asked questions regarding forms ([Online Forms FAQs](#)).

Grant-Funded Rail Projects

Date	Title	Format
01/13	BNSF Crossing Signal Timing Improvements	
01/13	Dallas/Fort Worth to Houston Core Express Service	
01/13	South Orient Railroad Improvements	
01/13	Tower 55 Multimodal Improvement Project	
01/13	TRE Valley View Double Track Project	
01/13	Texas - Oklahoma Passenger Rail Study	

Rail System Planning

Date	Title	Format
12/13	Statewide Ridership Analysis Report	
01/13	Rail Division Annual Summary	
11/10	Texas Rail Plan	HTML
	Multimodal System Brochure	
12/14	Texas State Railroad Map	
01/12	Austin to Houston Passenger Rail Study Presentation	
12/11	Austin to Houston Passenger Rail Study - Final Report	
01/12	East Texas Infrastructure Analysis - Final Report	

Rail System Planning - Freight Rail Studies

Date	Title	Format
07/08	Central Texas Rail Relocation Study	
03/10	Corpus Christi and Yoakum - Phase I	
03/10	Corpus Christi and Yoakum - Phase II	

	07/10	Dallas-Fort Worth Region	
	01/08	East Texas Region	
	03/08	Economic Feasibility of Relocating Hazardous Materials Transported by Freight Rail (HB 160 Study)	
	04/11	El Paso Region - Phase 1	
	07/13	El Paso Region - Phase 2	
	07/12	El Paso Region - Presentation	
	02/09	The Feasibility of Selling the South Orient Railroad	
	06/07	Houston Region	
	07/11	Lower Rio Grande/Laredo Region - Final Report	
	06/13	Neches River Bridge Feasibility Study	
>>>	10/15	Neches River Bridge Study	
	07/08	San Antonio Region	
	09/09	West Texas Freight Study	

Rail Safety

Date	Title	Format
08/13	State Safety and Security Oversight Program Standard	

Awards

Title	Format
2011 Environmental Achievement Award - Chihuahuita Rail Improvement Project	
Rail Grants Awarded to TxDOT	

More Information

- [Rail Safety and Security Program](#)
- [Rail Safety Inspection Program](#)

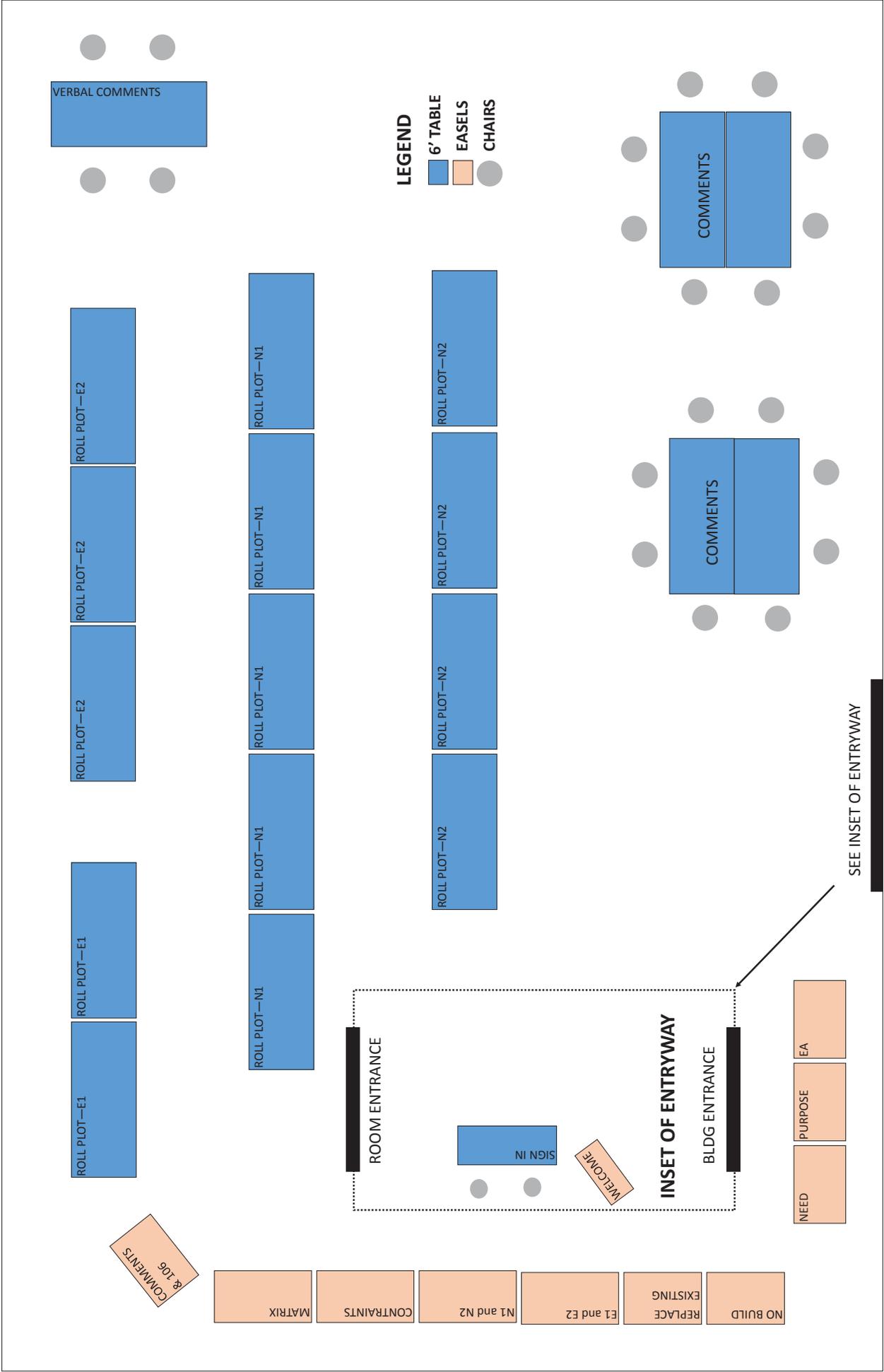
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Appendix H – Meeting Materials

Room Layout

Exhibit Boards

Maps



COMMENTS 8106

ROLL PLOT—E1

ROLL PLOT—E2

ROLL PLOT—E2

ROLL PLOT—E2

NO BUILD

REPLACE EXISTING

E1 and E2

N1 and N2

CONTRAINTS

MATRIX

ROLL PLOT—N1

ROLL PLOT—N1

ROLL PLOT—N1

ROLL PLOT—N1

ROLL PLOT—N1

ROLL PLOT—N2

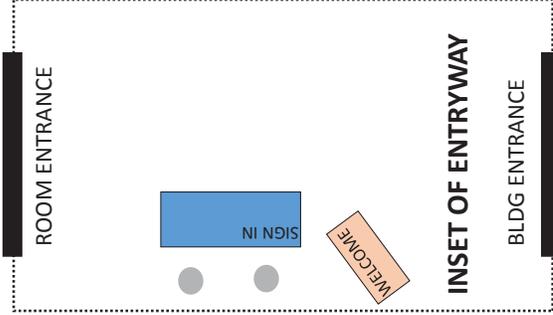
ROLL PLOT—N2

ROLL PLOT—N2

ROLL PLOT—N2

LEGEND

- 6' TABLE
- EASELS
- CHAIRS



INSET OF ENTRYWAY

BLDG ENTRANCE



SEE INSET OF ENTRYWAY

COMMENTS

COMMENTS

WELCOME



Neches River Bridge Study Public Meeting



Purpose



- Improve rail operations by maintaining existing rail mobility and continuity while providing rail capacity to accommodate growth.
- Support and enhance industrial facilities that use rail, marine, and highway services.

What is an EA?



- An Environmental Assessment (EA) documents the analysis of the proposed project and its potential effects on the environment.
- The Draft EA will be available for review at the public hearing.
- Public comments will then be addressed in the Final EA prior to the environmental decision.

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 and local rail traffic serving existing and expanding industrial facilities.
- Without improvements, operations will deteriorate in the future with increased rail traffic.

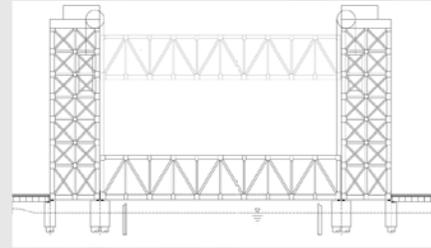
No Build Alternative



- 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.

TEXAS DEPARTMENT OF TRANSPORTATION

Replace Existing Bridge

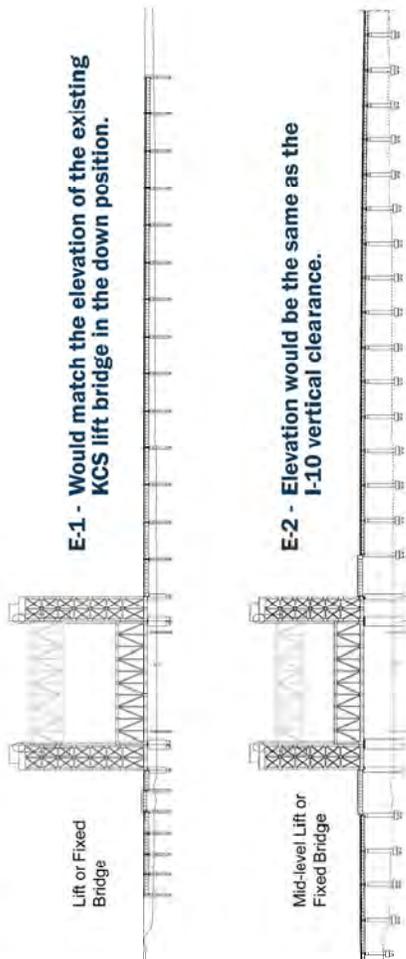


- Includes replacing the existing lift bridge with a double track lift bridge.
- This additional alternative was recently requested during the September Stakeholder meeting by the U.S. Coast Guard.
- It is currently being evaluated.

TEXAS DEPARTMENT OF TRANSPORTATION

Alternatives E-1 and E-2

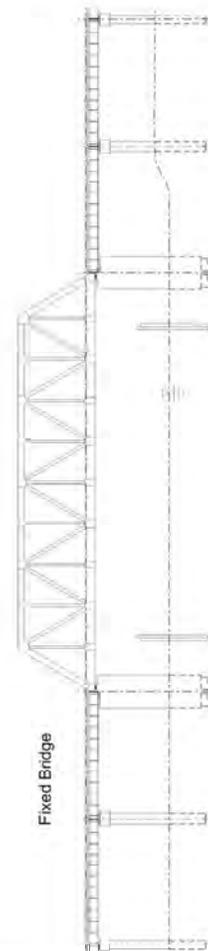
- Both E-1 and E-2 follow the existing alignment and cross the river just north of the existing bridge.



TEXAS DEPARTMENT OF TRANSPORTATION

Alternatives N-1 and N-2

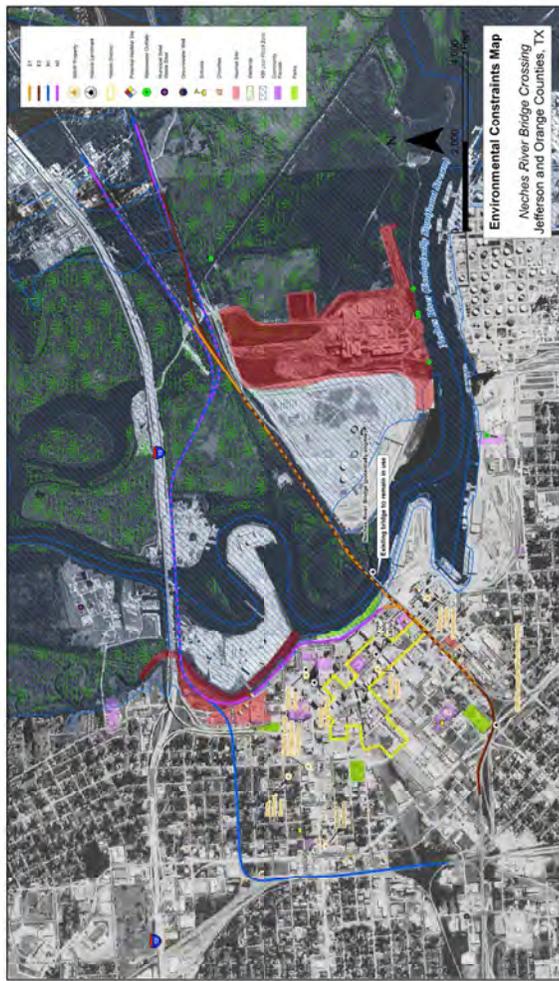
- Both N-1 and N-2 are on a new northern alignment and cross the river just south of I-10.



N-1 and N-2 – The elevation would be the same as the I-10 vertical clearance.

TEXAS DEPARTMENT OF TRANSPORTATION

Environmental Constraints Map



TEXAS DEPARTMENT OF TRANSPORTATION

Alternative Matrix

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	Reduces bottleneck at river crossing				
	Rail Movements	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.	Less impact to rail traffic because bridge will be in a fixed position. Route is longer and rail grade is increased.	
Improve Movement and Interface	Comparable to existing conditions				
	Marine Movements				
	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 MLX. 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.	
Cultural, Natural, and Community Resources	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
	Archaeological 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	24 within/ adjacent
	Displacements	0	3 (commercial)	3 (commercial)	0
	Right-of-way	2.7 acres	7.4 acres	34.8 acres	17.7 acres
Cost	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
Other Considerations	Program Cost	~\$120 M	~\$380 M	~\$430 M	~\$400 M
	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	No roadway impacts.		Temporary delays to existing rail traffic at tie-in points.	
	No grade crossings.		Temporary road closures and delays for grade crossing improvements.		

TEXAS DEPARTMENT OF TRANSPORTATION

Provide Your Comments

- See the court reporter to leave a verbal comment
- Leave a comment form in the comment box tonight
- Mail comments to:
Mr. Gil Wilson
TxDOT Rail Programs
125 East 11th Street
Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

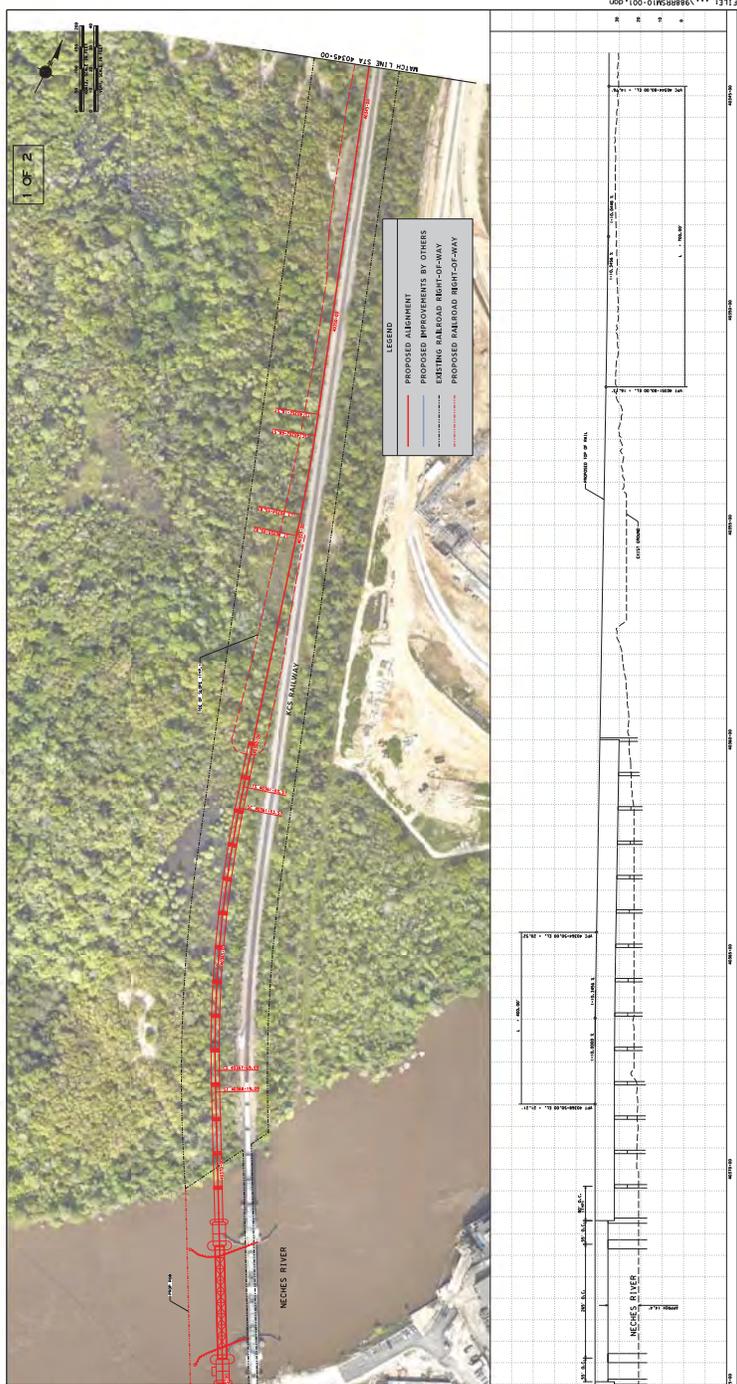


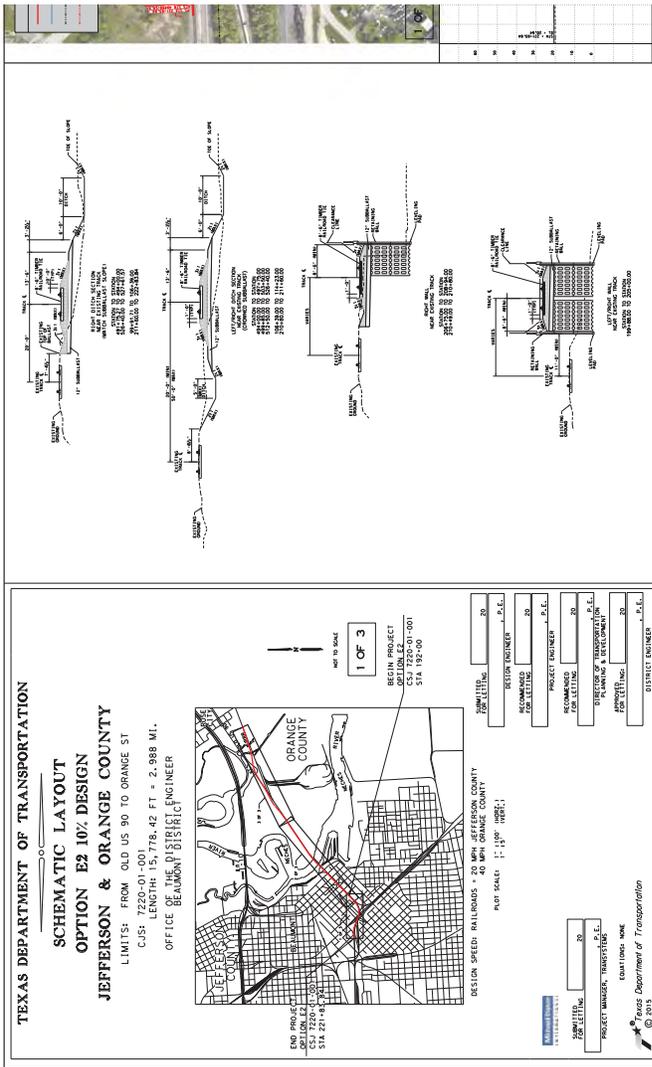
TxDOT will use public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

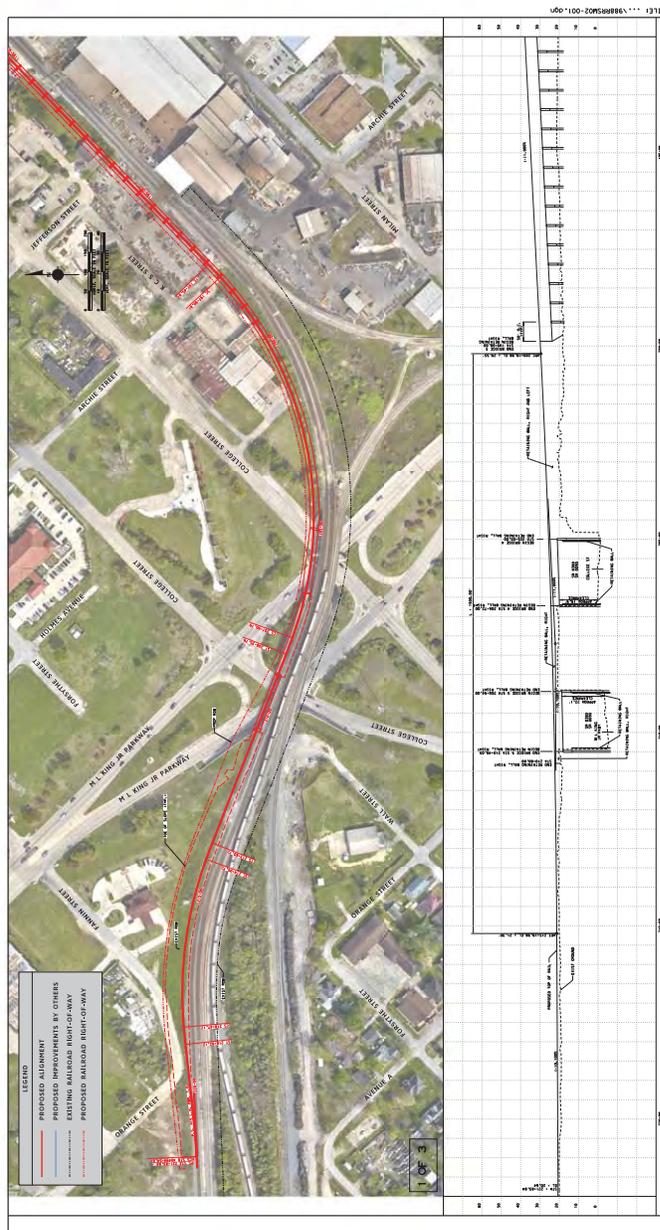
Section 106 Process
(www.achp.gov)
The National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties.

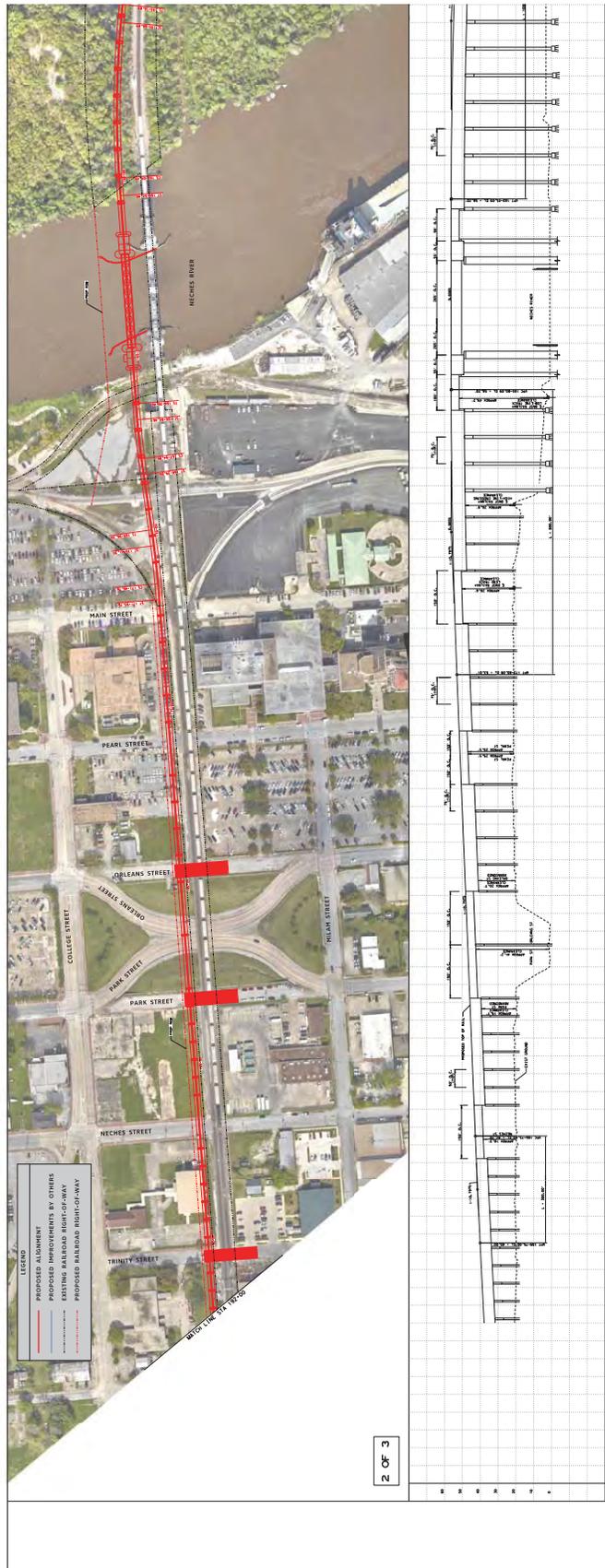
Consulting parties may provide input on key decision points in the Section 106 process. Individuals or organizations may request to become a consulting party for this project by contacting Mr. Gil Wilson, TxDOT Rail Programs.

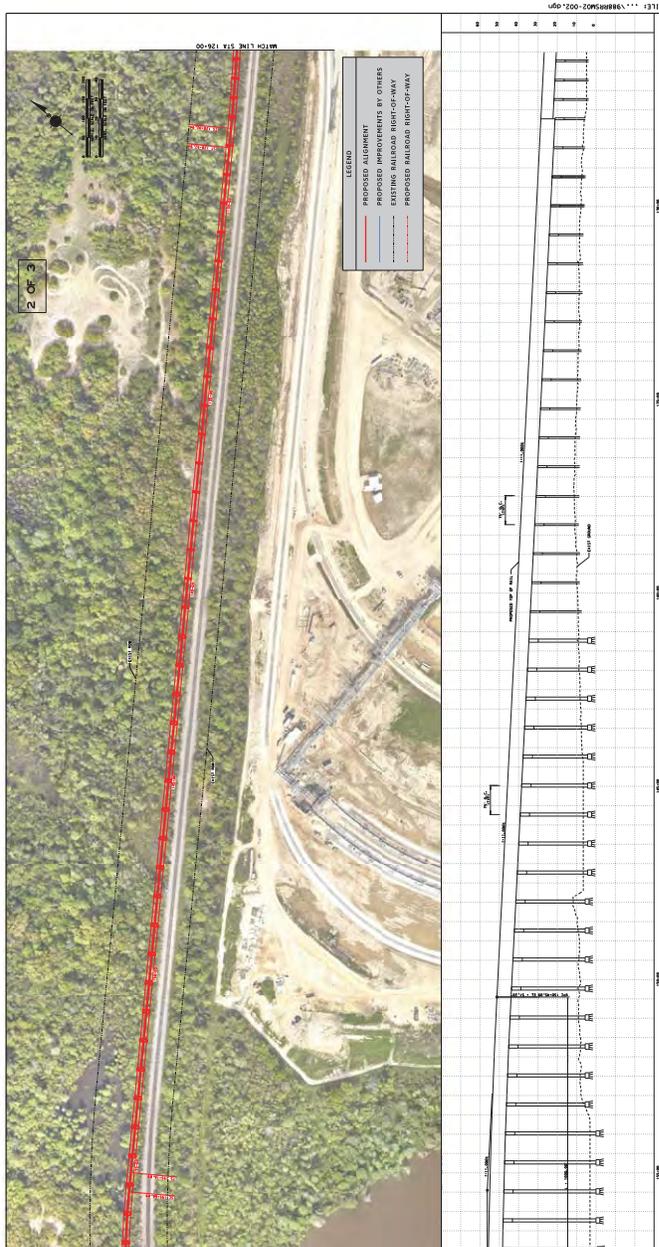
All comments must be submitted by October 31, 2015

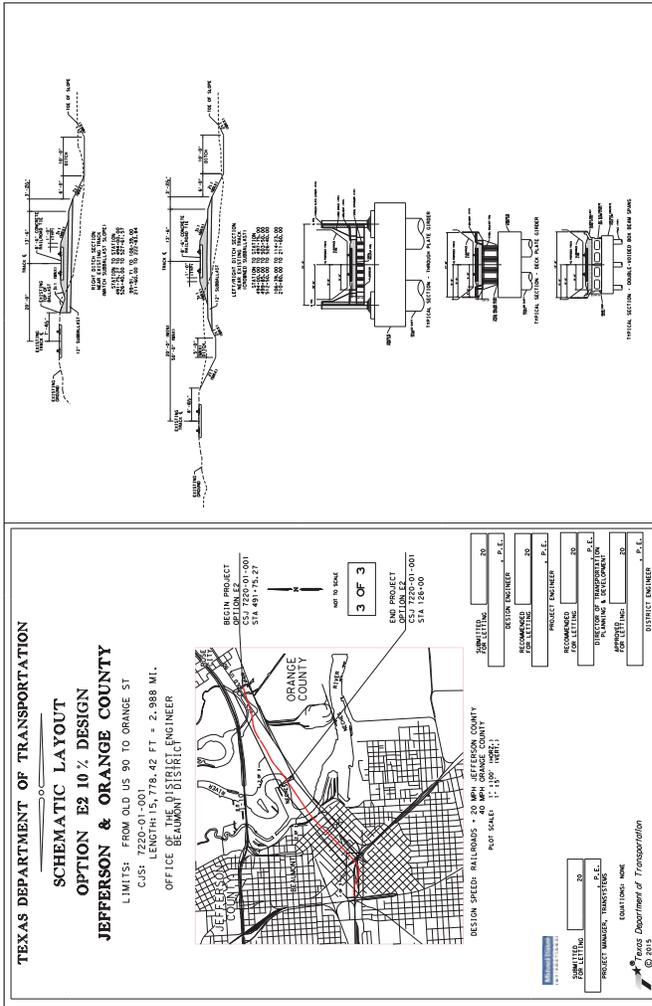


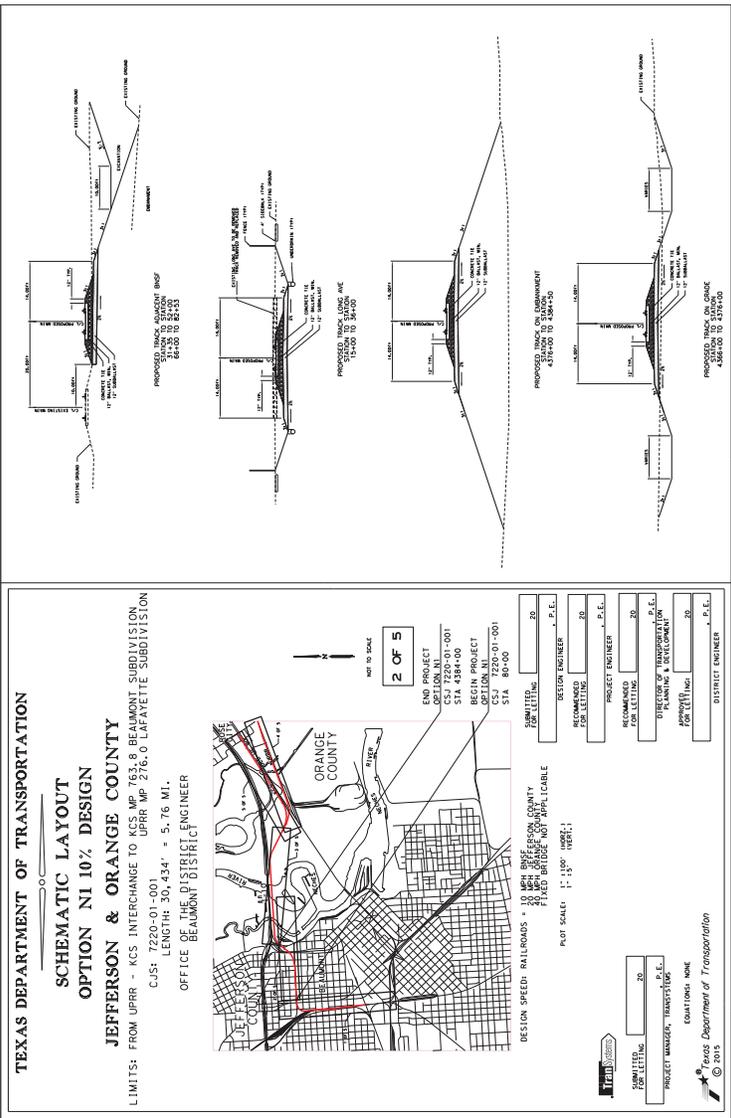












TEXAS DEPARTMENT OF TRANSPORTATION

SCHMATIC LAYOUT

OPTION N1 10% DESIGN

JEFFERSON & ORANGE COUNTY

LIMITS: FROM UPRR - KCS INTERCHANGE TO KCS MP 763.8 BEAUMONT SUBDIVISION
 UPRR MP 276.0 LA-PARLETTE SUBDIVISION
 LENGTH: 30,434' = 5.76 MI.
 CJS: 7220-01-001
 OFFICE OF THE DISTRICT ENGINEER
 BEAUMONT DISTRICT

ORANGE COUNTY

END PROJECT
 OPTION N1
 STA 438+00

BEGIN PROJECT
 OPTION N1
 STA 458+00

DESIGN SPEED: RAILROADS = 10 MPH BRIDGE
 20 MPH OVER BRIDGE
 FIXED BRIDGE NOT APPLICABLE

PLOT SCALE: 1" = 250' (HORIZ.)

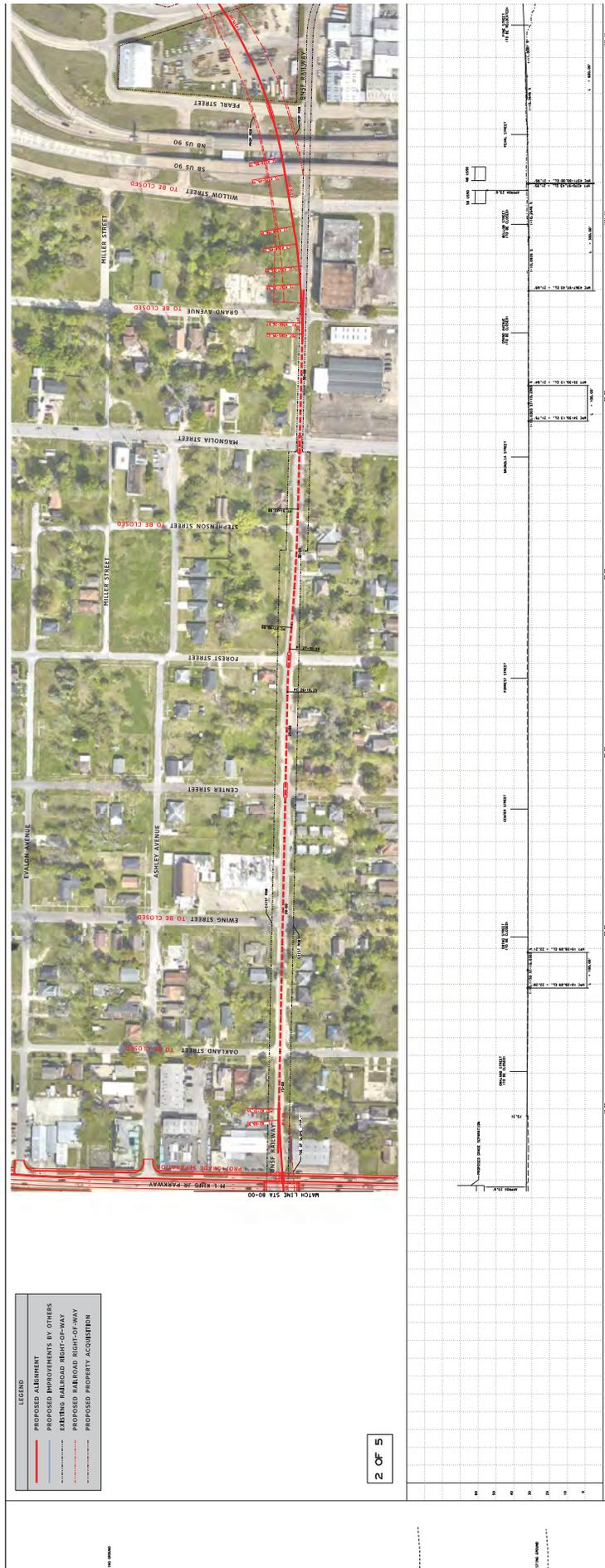
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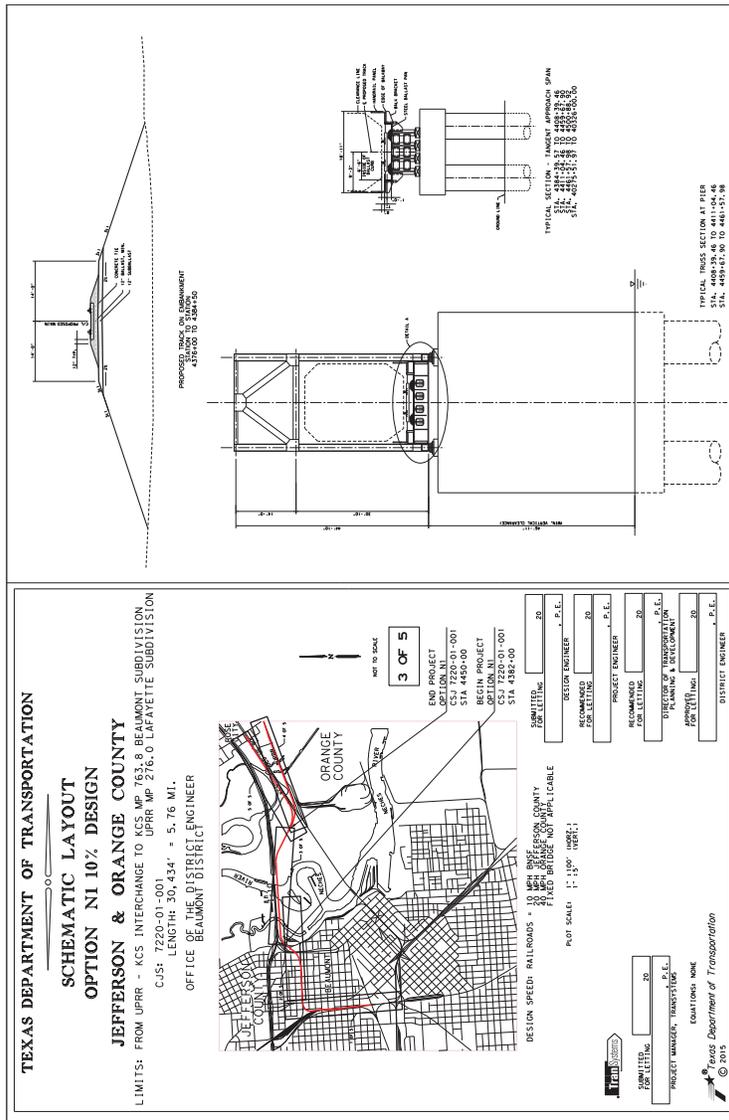
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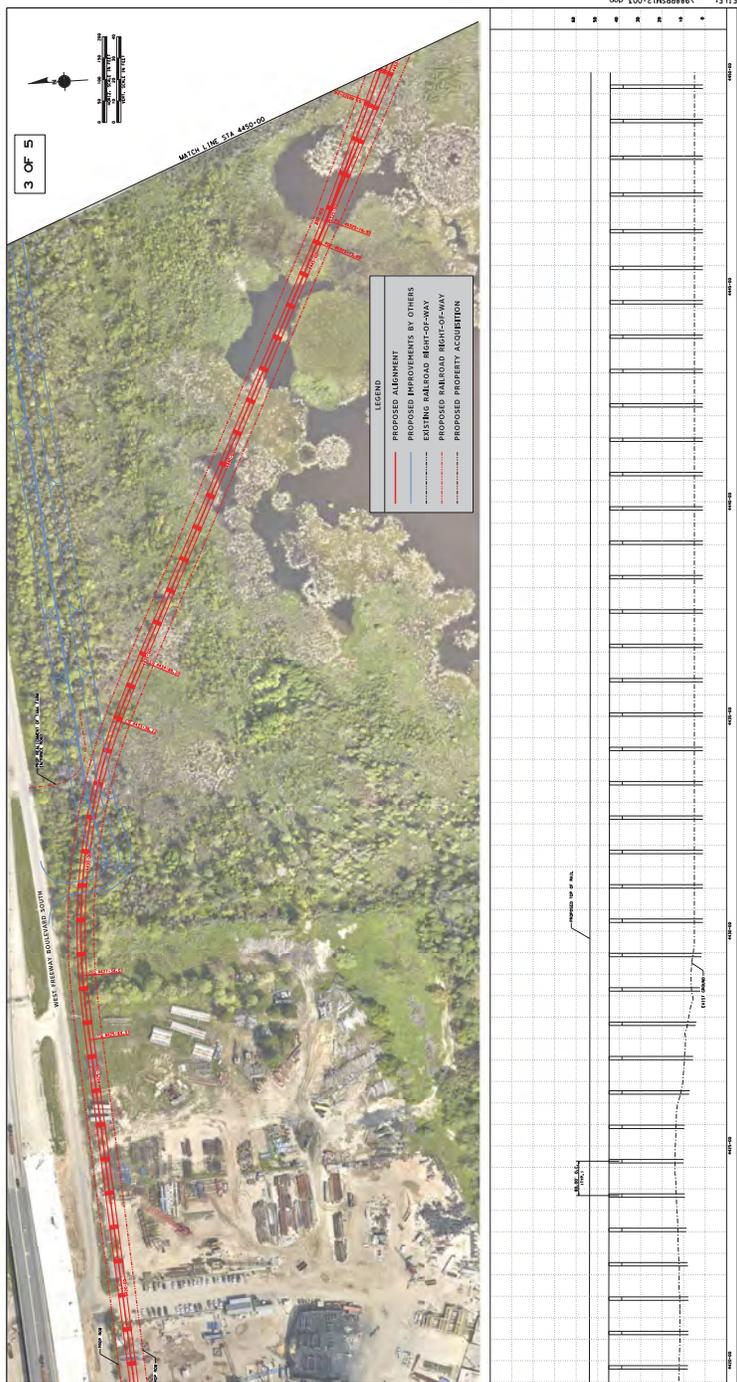
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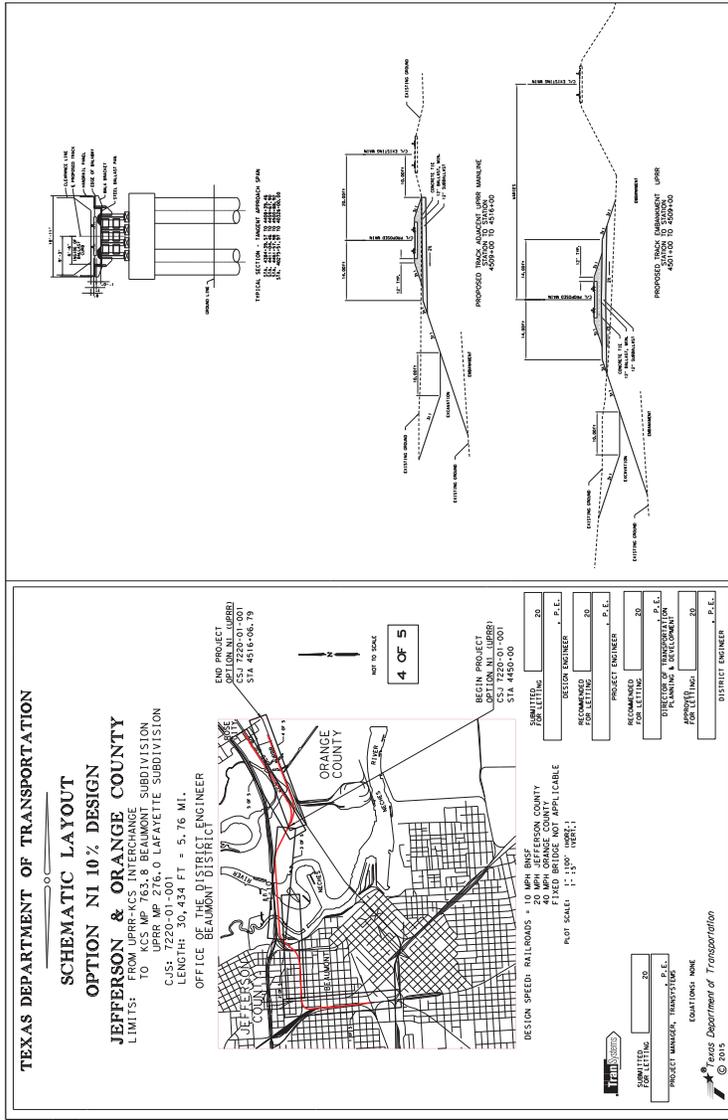
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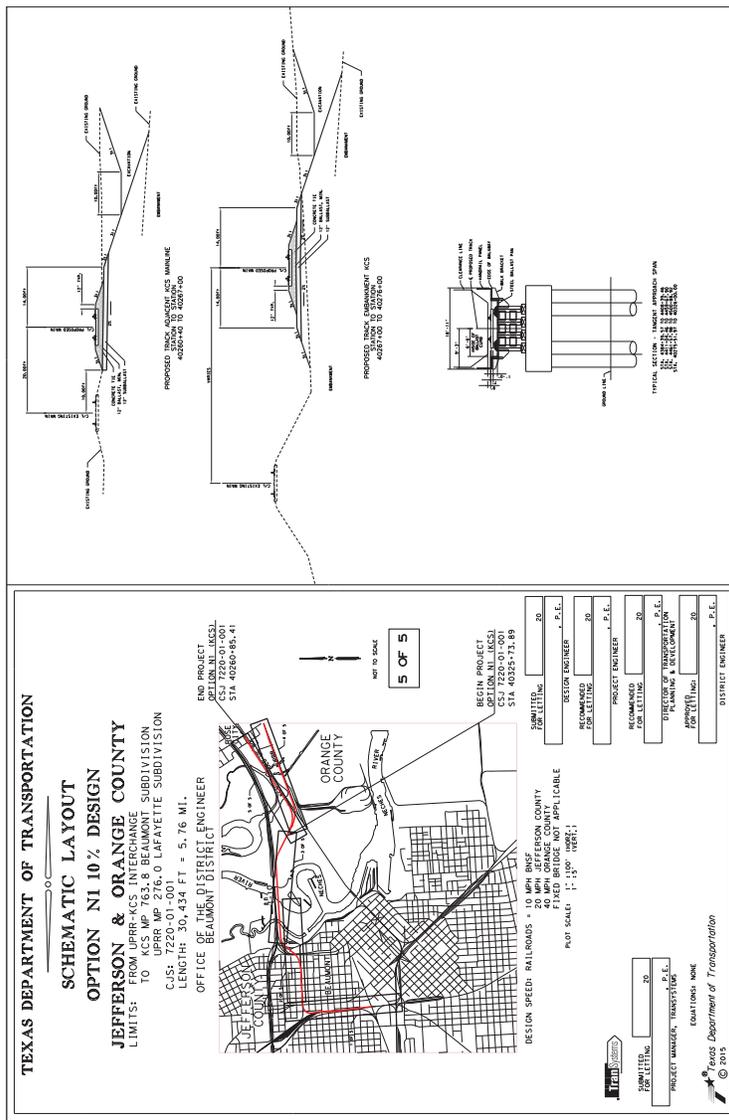
FOR LETTERING: [] P.E.
 DESIGN ENGINEER: [] P.E.
 FOR LETTERING: [] P.E.
 PROJECT ENGINEER: [] P.E.
 FOR LETTERING: [] P.E.
 PROJECT MANAGER, TRANSPORTATION: [] P.E.
 COUNTY NAME: [] P.E.
 DISTRICT ENGINEER: [] P.E.

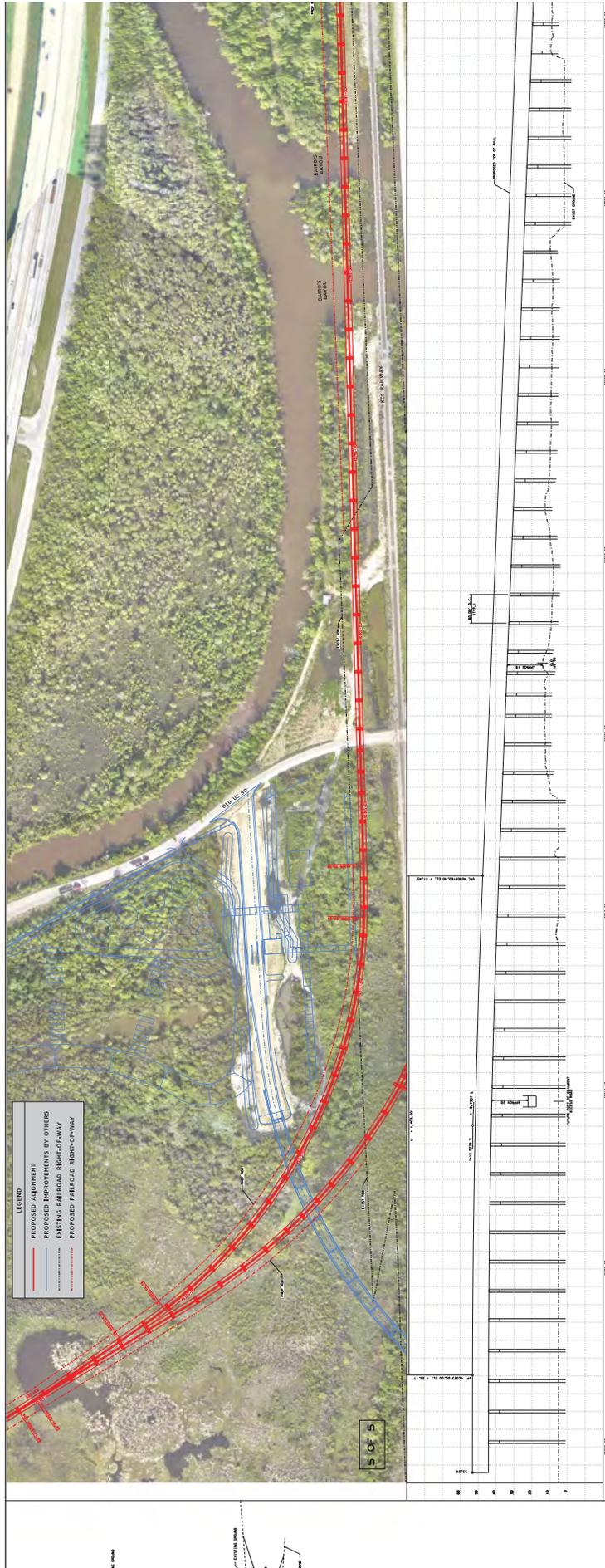


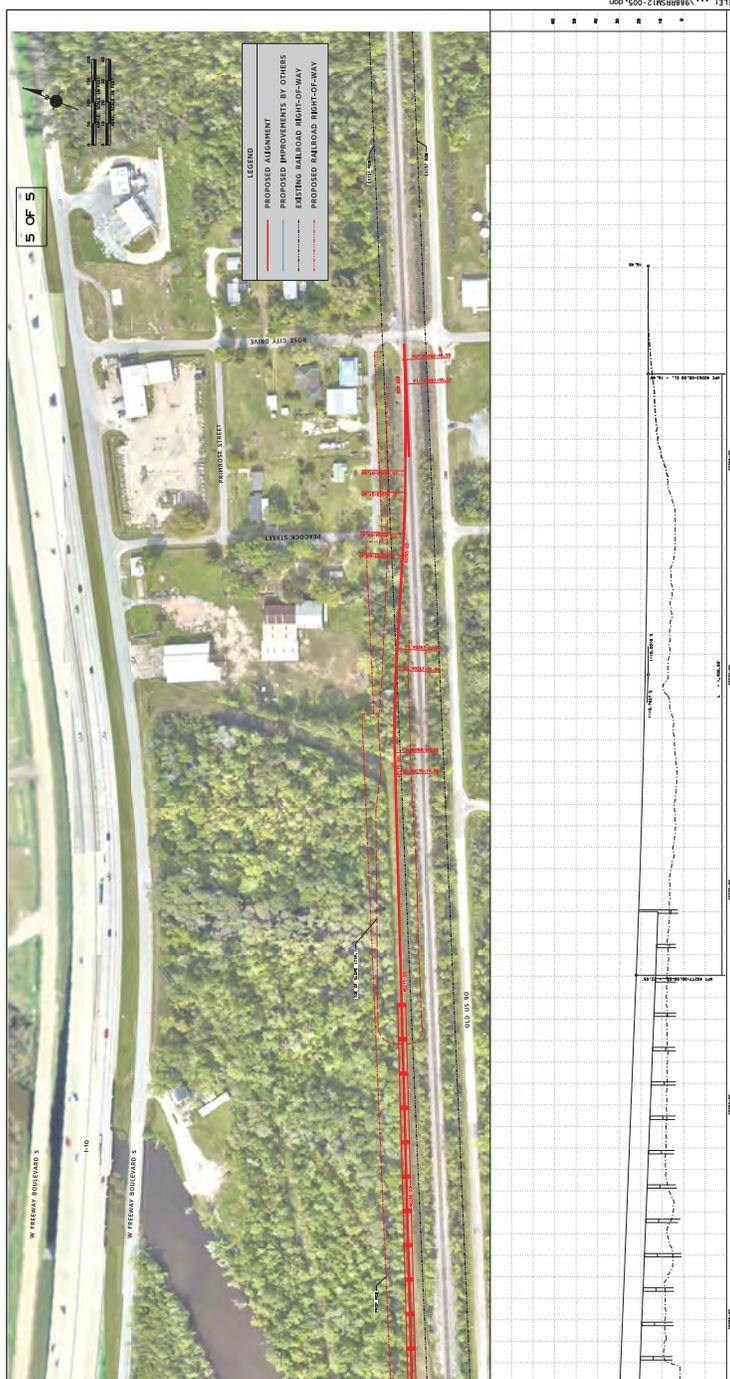


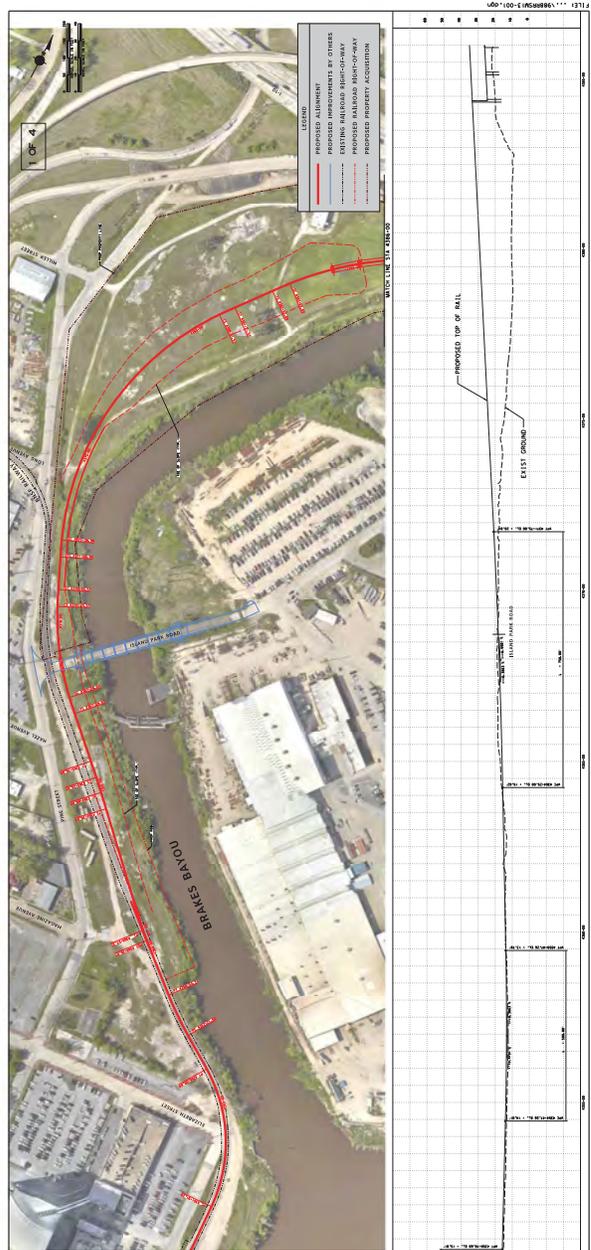


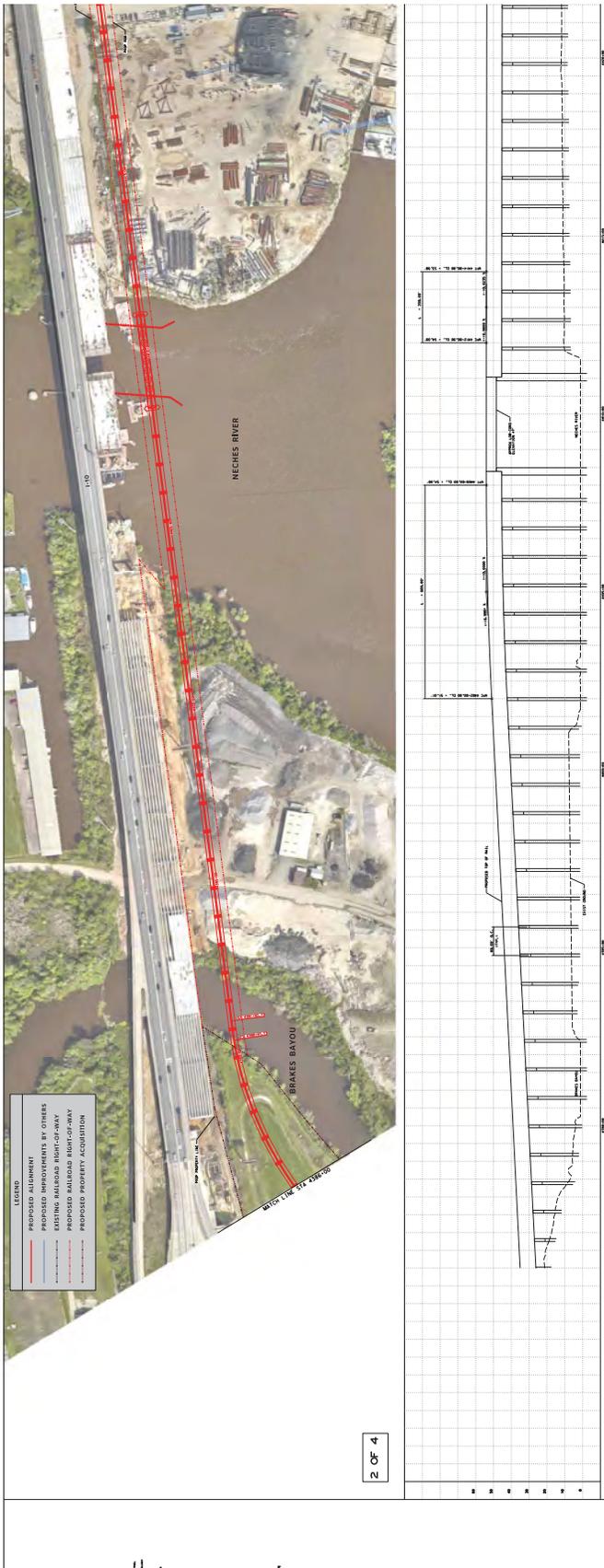


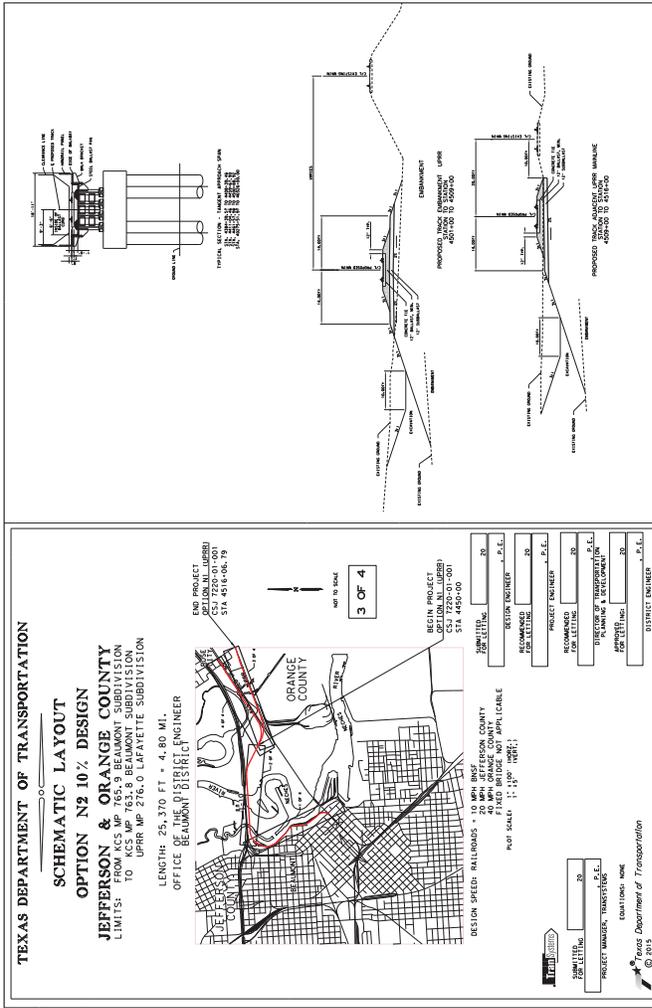


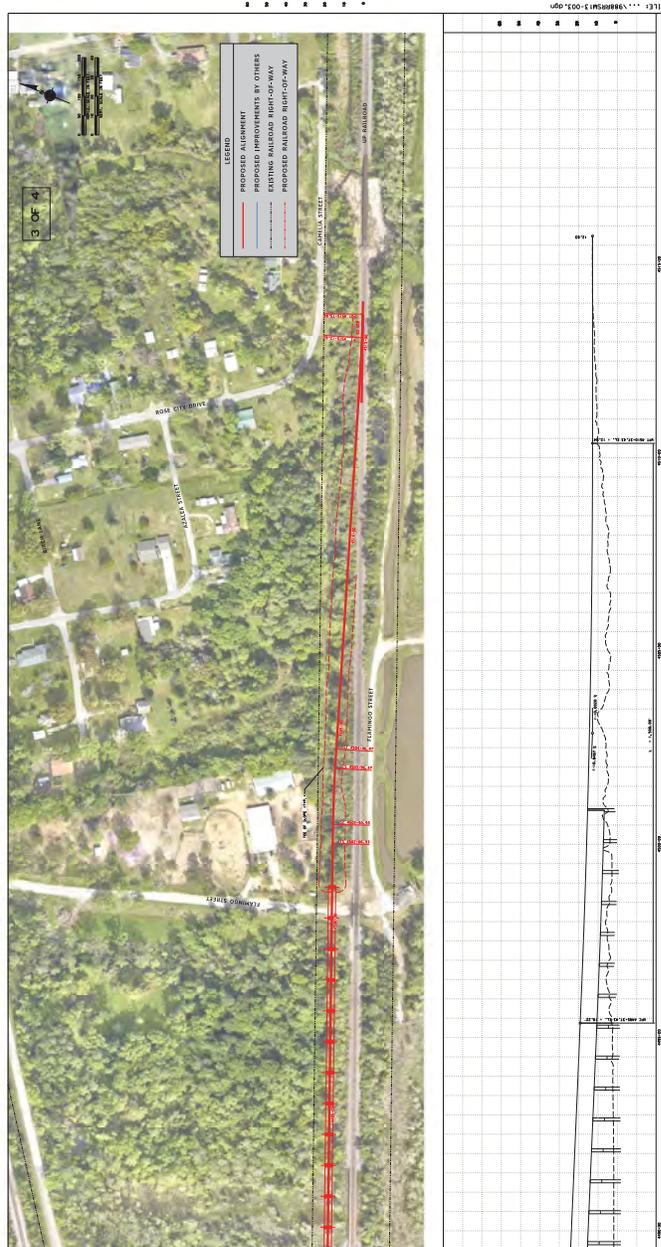


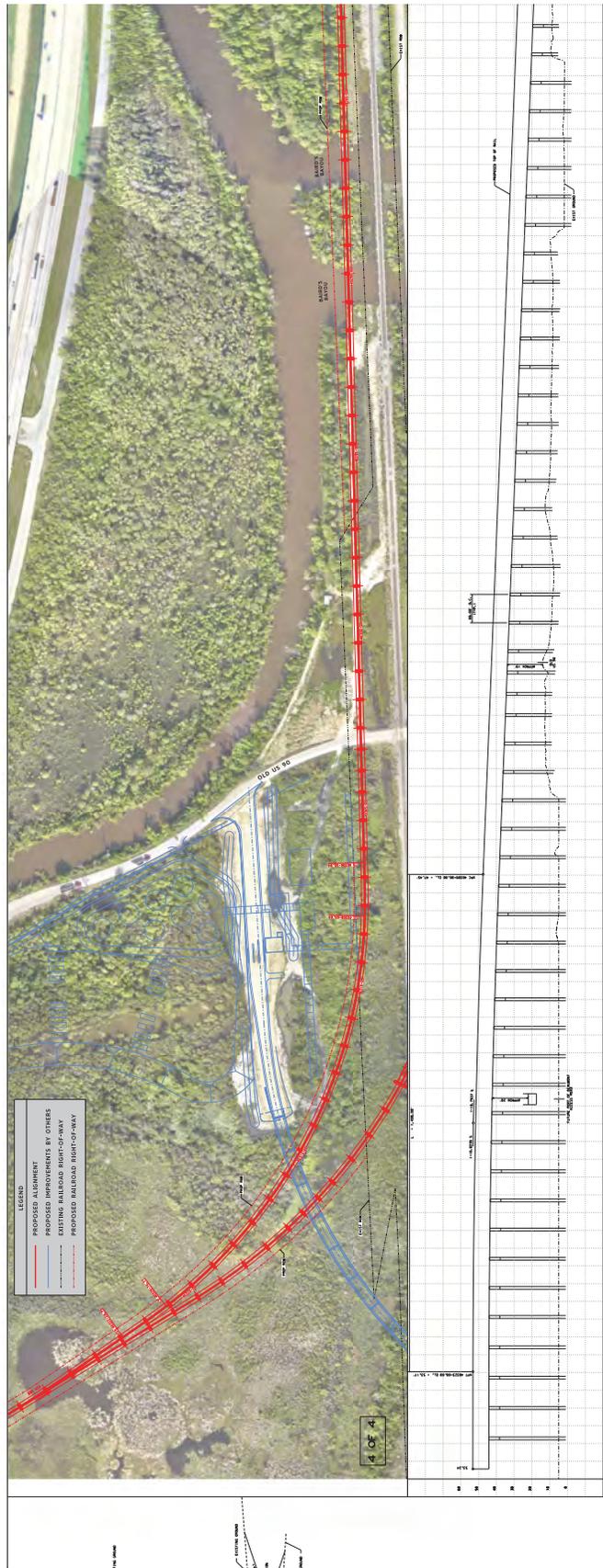












Appendix I – Meeting Handouts (English)

Comment Form

Newsletter

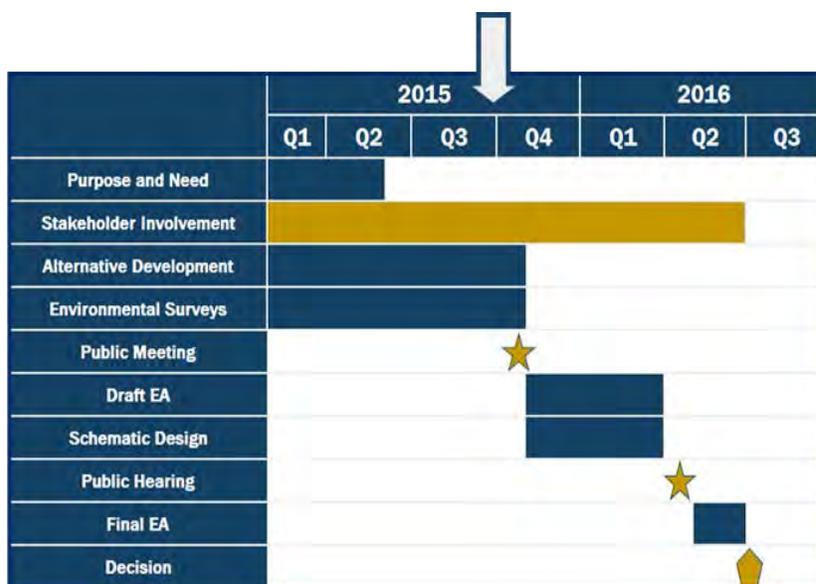
NECHES RIVER BRIDGE STUDY



PROJECT BACKGROUND

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 bridge averages 7-8 lifts per week which result in train delays while ships navigate the river below. The Texas Department of Transportation (TxDOT) conducted a feasibility study for this crossing of the Neches River in 2013. The current study will complete the National Environmental Policy Act (NEPA) requirements. A purpose and need statement is fundamental to developing a proposal that will require NEPA evaluation such as an Environmental Assessment (EA).

PROJECT TIMELINE



WHAT IS THE PROCESS FOR COMPLETING THIS STUDY?

The Project Timeline shows the primary steps of the NEPA process. Key stakeholders are engaged early as the study team develops the purpose and need and alternatives to consider. This coordination continues as preliminary engineering studies and environmental surveys are conducted to determine the recommended Preferred Alternative that will be evaluated in detail in the Draft EA along with the No Build Alternative. TxDOT will hold a Public Meeting to seek additional input before the study team develops the Draft EA. When the Draft EA is available for review, TxDOT will offer a Public Hearing to solicit comments on its findings. The study team will then respond to comments within the Final EA prior to the lead agency making a decision.

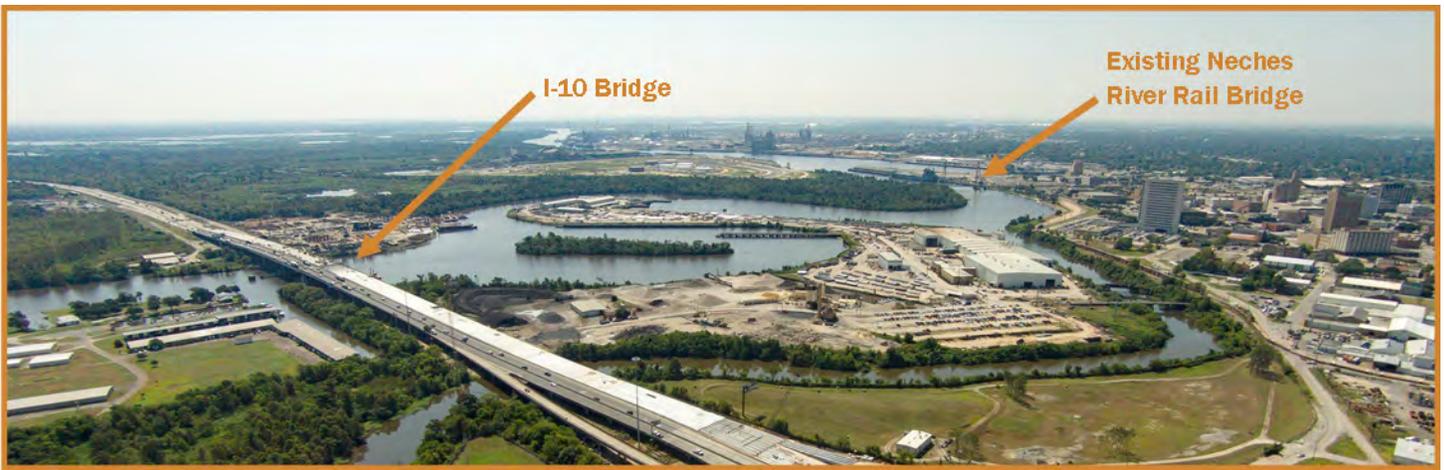
PURPOSE OF THE PROJECT

Improve rail operations by maintaining existing rail mobility and continuity while providing rail capacity to accommodate growth. The project would support and enhance industrial facilities that use rail, marine, and highway services.

PROJECT 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 and local rail traffic serving existing and expanding industrial facilities. Without improvements, operations will deteriorate in the future with increased rail traffic.





NO BUILD ALTERNATIVE

This alternative establishes that Beaumont's rail network would benefit from having additional rail lines at the Neches River crossing and serves as a baseline for evaluating the Build Alternatives.

BUILD ALTERNATIVES

Existing Alignment Alternative E-1: Builds an additional track over the Neches River supported by a new lift-span or fixed rail bridge that is parallel to and north of the existing KCS Railway lift-span rail bridge. The base elevation would be the same as the existing Neches River Bridge.

Existing Alignment Alternative E-2: Builds an additional track over the Neches River supported by a new lift-span or fixed rail bridge parallel to and north of the existing KCS Railway lift-span bridge. The base elevation would be the same as the I-10 vertical clearance. The west approach would use a viaduct, the east approach a trestle structure. Horizontal curves in the track would allow the UPRR to tie into the KCS main-line. Two additional UPRR bridges and two grade crossings would be constructed at the east end of the project limits.

Northern Alignment Alternative N-1: Builds a new alignment that crosses the Neches River with a single-track, fixed-span bridge just south of the I-10 Bridge over the Neches River. This alignment would also include a rail grade separation to alleviate the need for a diamond connection between the KCS and UPRR rail traffic east of the Neches River. On the west side of the Neches River, the alignment upgrades the existing BNSF single track along Long Avenue and adds an additional track along the First Avenue/Gulf Street corridor.

Northern Alignment Alternative N-2: Builds a new alignment that crosses the Neches River with a single-track, fixed-span bridge just south of the I-10 Bridge over the Neches River similar to Alternative N-1. On the west side of the Neches River, the alignment would upgrade the existing BNSF track along and through the former Port of Beaumont yard that roughly follows Pine Street.

UPCOMING PUBLIC MEETING

Join TxDOT in discussing proposed rail improvements for the Neches River Bridge

Wednesday, October 21, 2015

Attend anytime from 4:00 p.m. – 6:30 p.m.

**Central Park Community Center
2925 Fannin Street, Beaumont, Texas 77701**

The public meeting will be conducted in English, with meeting materials also available in Spanish. Persons interested in attending the meeting who have special communication or accommodation needs, or need an interpreter, are encouraged to contact TxDOT's Public Information Officer, Sarah Dupre, at (409) 898-5745 at least two days prior to the meeting. TxDOT will make every reasonable effort to accommodate these needs.

SECTION 106 PROCESS

(www.achp.gov)

TxDOT will use public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

The National Historic Preservation Act (1966) takes into account the effects of the undertaking on eligible or listed National Register properties. Consulting parties may provide input on key decision points in the Section 106 process.

Individuals or organizations may request to become a consulting party for this project by contacting:

Mr. Gil Wilson, TxDOT Rail Programs
125 East 11th Street, Austin, TX 78701-2483
Email: gil.wilson@txdot.gov

Appendix J – Meeting Handouts (Spanish)

Newsletter

Exhibit Boards

ESTUDIO DEL PUENTE RIO NECHES



HISTORIA DEL PROYECTO

El primer corredor de vías ferroviarias que atraviesa la ciudad de Beaumont de este-oeste, incluyendo el único cruce de río en la región, el puente ferroviario del Rio Neches, un puente con vía de carril única de elevación vertical de propiedad y operado por Kansas City Southern (KCS) Ferrocarril. Los promedios del puente son 7-8 elevaciones por semana que dan como resultado retrasos de trenes, mientras que los barcos navegan el río por debajo. El Departamento de Transporte de Texas (TxDOT) llevó a cabo un estudio de viabilidad para este cruce del Rio Neches en 2013. El estudio actual completará los requisitos de la Ley Nacional de Política Ambiental (NEPA). Una declaración de Propósito y necesidad es fundamental para el desarrollo de una propuesta que requiera la evaluación por NEPA como un Estudio Ambiental (EA).

CRONOGRAMA DEL PROYECTO

	2015				2016		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Propósito y la Necesidad	[Barra amarilla]						
Participación de Interesados	[Barra amarilla]						
Desarrollo de Alternativas	[Barra azul]						
Estudios Ambientales	[Barra azul]						
Reunión Pública							
Borrador de EA							
Diseño Esquemático							
Audiencia Pública							
Borrador Final EA							
Decisión							

¿CUAL ES EL PROCESO PARA COMPLETAR ESTE ESTUDIO?

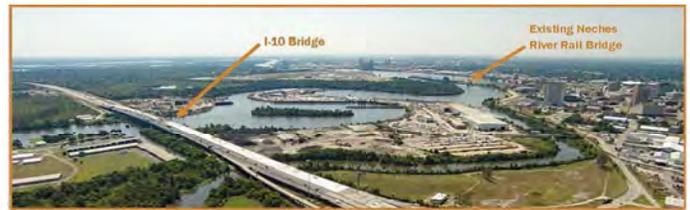
La cronología del proyecto muestra los pasos principales de la proceso de NEPA. Los principales interesados están involucrados ya en el equipo de estudio que desarrolla el propósito y la necesidad y las alternativas para considerar. Esta coordinación continúa a medida que se llevan a cabo estudios preliminares de Ingeniería y las encuestas ambientales que se conducen para determinar la alternativa preferida recomendada que se evaluará en detalle en el Borrador de EA junto con la alternativa de no construcción. TxDOT llevará a cabo una reunión pública para buscar aportes adicionales antes de que el equipo de estudio desarrolle el Borrador de EA. Cuando el Borrador de EA está disponible para su revisión, TxDOT ofrecerá una audiencia pública para solicitar comentarios sobre sus hallazgos. El equipo de estudio entonces responderá a los comentarios durante la última etapa de EA antes de que la agencia líder adopte una decisión.

PROPÓSITO DEL PROYECTO

Mejorar las operaciones ferroviarias, manteniendo la movilidad ferroviaria existente y continuidad mientras se proporciona la capacidad ferroviaria que acomode el crecimiento. Apoyar y mejorar las instalaciones industriales que utilizan los servicios de ferrocarril, marítimo, y de carretera.

NECESIDAD DEL PROYECTO

Operaciones ferroviarias existentes se ven afectadas por la capacidad de carril, el cambio de carril, el acceso de servicios industriales, y las aperturas de puente para el tráfico de embarcaciones marinas. Se espera que el futuro tráfico ferroviario sobre el Rio Neches aumente tanto con tráfico ferroviario directo como local y la ampliación de las instalaciones industriales. Sin mejoras, las operaciones se deteriorarán en el futuro con el aumento del tráfico ferroviario.



NO ALTERNATIVA DE CONSTRUCCIÓN

Esta alternativa establece que la red ferroviaria de Beaumont se beneficiaría de tener líneas de ferrocarril adicionales en el cruce del río Neches y sirve como punto de referencia para la evaluación de las alternativas de construcción.

ALTERNATIVAS DE CONSTRUCCIÓN

Alineación Existente Alternativa E-1: Construir un carril adicional sobre el Rio Neches apoyado por un Puente ferroviario de elevación o fijo que esa paralelo y al norte del puente ferroviario de elevación KCS. La elevación sería la misma al Puente existente del Rio Neches.

Alineación Existente Alternativa E-2: Construir un carril adicional sobre el Rio Neches apoyado por un Puente ferroviario de elevación o fijo que esa paralelo y al norte del puente ferroviario de elevación KCS. La elevación sería la misma que la distancia vertical de la I-10. La aproximación del Oeste sería un vía-ducto, la aproximación del Este una estructura de caballete. Las curvas horizontales en el carril le permitirían al UPRR enlazar en la línea principal del KCS. Dos puentes adicionales de UPRR y dos cruces a nivel se construirían en el extremo Este de los límites del proyecto.

Alineación del Norte Alternativa N-1: Construir un alineamiento nuevo que cruce el Rio Neches con un solo carril en un puente fijo justo al Sur del puente de la I-10 sobre el Rio Neches. Esta alineación también incluiría una separación de nivel de carril para aliviar la necesidad de una conexión de diamantes entre el tráfico férreo de KCS y UPRR al Este del Rio Neches. En el lado Oeste del Rio Neches, la alineación actualizará el carril existente de BNSF a lo largo de Long Avenue y añade un carril adicional a lo largo del corredor de la First Avenue/Gulf Street.

Alineación del Norte Alternativa N-2: Construir un alineamiento nuevo que cruce el Rio Neches con un solo carril en un puente fijo justo al Sur del puente de la I-10 sobre el Rio Neches similar a la Alternativa N-1. En el lado oeste del río Neches, la alineación sería actualizar la pista BNSF existente a lo largo y mediante el antiguo Puerto de Beaumont que sigue aproximadamente Pine Street.

PRÓXIMA REUNIÓN PÚBLICA

Únase a TxDOT en la discusión de las mejoras ferroviarias propuestas para el puente del rio Neches
Miércoles, Octubre 21, 2015

Asistir a cualquier hora a partir de 4:00 p.m. - 6:30 p.m.

Central Park Community Center
2925 Fannin Street, Beaumont, Texas 77701

La reunión pública se realizará en inglés, con materiales de la reunión también disponibles en español. Personas interesadas, en asistir a la reunión que tienen necesidades de comunicación especial o de acomodación, o necesitan un intérprete favor de ponerse en contacto con la Public Information Officer (Oficial de Información Pública) del TxDOT, Sarah Dupre, a (409) 698-5745 por lo menos dos días antes de la reunión. TxDOT hará todos los esfuerzos razonables para acomodar estas necesidades.

PROCESO SECCIÓN 106

(www.achp.gov)

TxDOT utilizará los procedimientos de participación pública en virtud de NEPA para cumplir con la Sección 106 requisitos de participación pública. La National Historic Preservation Act (1966) tienen en cuenta los efectos de encargarse de Propiedades Nacionales Registradas elegibles o listadas. Las partes consultantes pueden dar su opinión sobre puntos decisivos claves en el proceso de la Sección 106. Las personal u organizaciones pueden solicitar ser parte de la consultoría para este proyecto poniéndose en contacto con Sr. Gil Wilson, TxDOT Rail Programs 125 East 11th Street, Austin, TX 78701-2483 Email: gil.wilson@txdot.gov

BIENVENIDOS



REUNIÓN PÚBLICA ESTUDIO DEL PUENTE RIO NECHES



¿Qué es un EA?

	2015				2016		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Propósito y la Necesidad	[Barra amarilla]						
Participación de Interesados	[Barra amarilla]						
Desarrollo de Alternativas	[Barra azul]						
Estudios Ambientales	[Barra azul]						
Reunión Pública							
Borrador de EA							
Diseño Esquemático							
Audiencia Pública							
Borrador Final EA							
Decisión							

- Un Estudio Ambiental (EA) documenta el análisis del proyecto propuesto y sus posibles efectos sobre el medio ambiente.
- El Borrador de EA estará disponible para su revisión durante la audiencia pública.
- Los comentarios públicos serán luego tratados en el borrador final antes de la toma de decisiones ambientales.

Propósito



- Mejorar las operaciones ferroviarias, manteniendo la movilidad ferroviaria existente y continuidad mientras se proporciona la capacidad ferroviaria que acomode el crecimiento.
- Apoyar y mejorar las instalaciones industriales que utilizan los servicios de ferrocarril, marítimo, y de carretera.

TEXAS DEPARTMENT OF TRANSPORTATION

Necesidad



- Operaciones ferroviarias existentes se ven afectadas por la capacidad de carril, el cambio de carril, el acceso de servicios industriales, y las aperturas de puente para el tráfico de embarcaciones marinas.
- Se espera que el futuro tráfico ferroviario sobre el Río Neches aumente tanto con tráfico ferroviario directo como local y la ampliación de las instalaciones industriales.
- Sin mejoras, las operaciones se deteriorarán en el futuro con el aumento del tráfico ferroviario.

TEXAS DEPARTMENT OF TRANSPORTATION

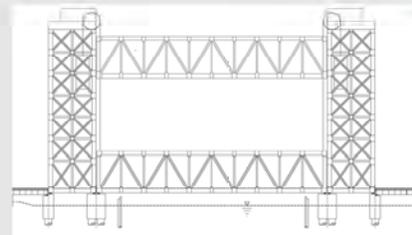
Ninguna Alternativa de Construcción



- Incluye preservación de la red ferroviaria existente y las demás mejoras programadas.
- Se requiere para el EA ofrecer un punto de referencia para medir la efectividad de la Alternativa de Construcción en el cumplimiento del propósito y necesidad.

TEXAS DEPARTMENT OF TRANSPORTATION

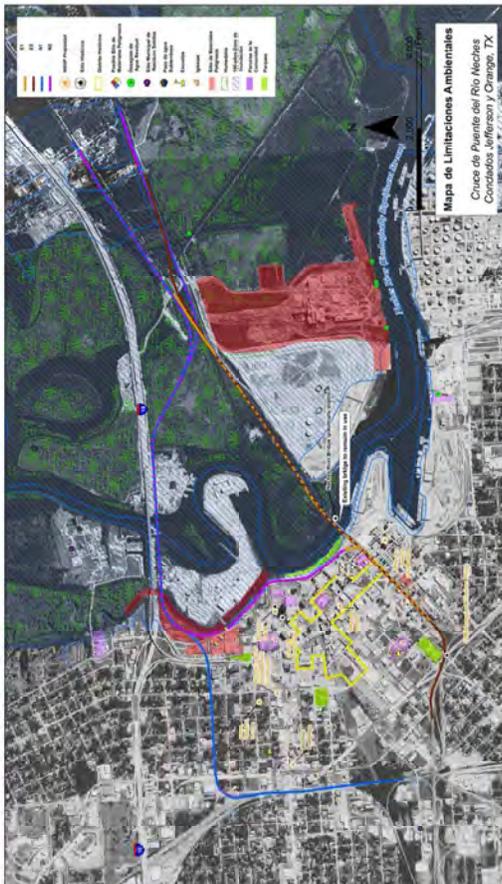
Reemplazo de Puente existente



- Incluye el reemplazo del puente de elevación existente por un puente de elevación con carril doble.
- Esta alternativa adicional se solicitó recientemente, durante la reunión de septiembre de las partes interesadas por la Guardia Contera de los Estados Unidos.
- Actualmente esta siendo evaluada.

TEXAS DEPARTMENT OF TRANSPORTATION

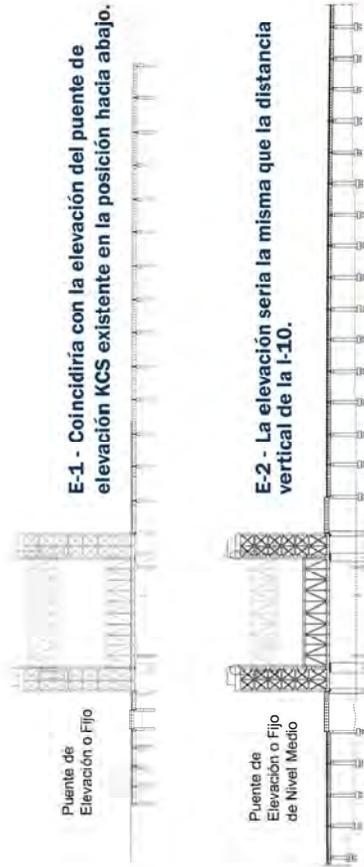
Mapa de Limitaciones Ambientales



TEXAS DEPARTMENT OF TRANSPORTATION

Alternativas E-1 & E-2

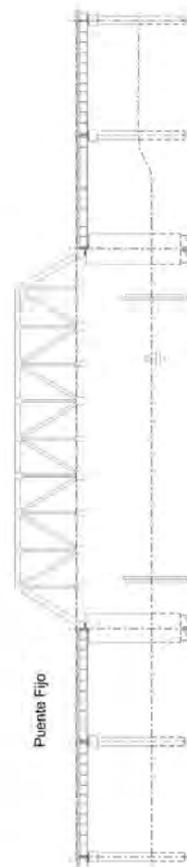
- Las dos E-1 y E-2 siguen la alineación existente y Cruzan el río, justo al norte del Puente existente.



TEXAS DEPARTMENT OF TRANSPORTATION

Alternativas N-1 & N-2

- Las dos N-1 y N-2 están en una nueva alineación al norte y cruzar el río, justo al sur de la I-10.



TEXAS DEPARTMENT OF TRANSPORTATION

Matriz de Alternativa

Medida Crítica	Alternativa E-1	Alternativa E-2	Alternativa N-1	Alternativa N-2
Mejoras de Operación de Carril	Agrega Puente con un carril individual			
Despachador	Mantienen existentes			Introducir un 3er despachador
Acceso Involuntario	Mantienen Existente			
Velocidad de diseño	30 mph 0 del río, 40 mph E	20 mph 0 del río, 40 mph E	10-20 mph 0 del río, 40 mph E	
Mejora de Movimiento e Intersección	Reduce punto de congestión en el cruce del río			
Mantenimiento Ferroviario	Las cruces permiten el uso de una o más puentes.	Menos impacto en tráfico ferroviario debido que la elevación de la base del puente proporciona una mayor distancia vertical para el tráfico marítimo. La pendiente del suelo es menor.	Menos impacto en el tráfico ferroviario porque el puente estará en una posición fija. El recorrido es más largo y se aumenta la pendiente del carril.	
Mantenimiento Muebles	Compatibilidad a condiciones existentes			
Mantenimiento vehicular	Ningún cambio en los movimientos de tráfico	Ningún cambio en los movimientos de tráfico, a excepción de las cruces a nivel con la primera ferrocarril en Old US 90.	Acceso a Long Ave. prohibido con algunas cruces de calles transversales. Separación de nivel en MLK. Aumento de la demanda en los cruces restantes de paso a nivel.	Separación de nivel en Old US 90. Aumento de la demanda en los cruces restantes de paso a nivel.
Planificación Involuntaria	Condiciones futuras NE del río se puede hacer a partir de un carril nuevo.	Condiciones futuras NE del río limitado por la elevación del carril nuevo.	Condiciones futuras NE del río se puede hacer a partir del carril existente.	
Estructuras Históricas	Puente Ferroviario Neches (existente)	Puente UPRR	0	0
Dirección Histórica	Beaumont Commercial District (agrega un carril en KCS derecho de vía en el nivel existente)	Beaumont Commercial District (agrega un carril en KCS derecho de vía en estructura elevada)	0	0
Recursos culturales, naturales y de comunidad				
Sitios Históricos	0	0	0	0
Sitios Arqueológicos	0	0	Naufragos (en alrededores)	Sitio ferroviario, Naufragos (en alrededores)
Humedales	9.2 acres	9.9 acres	Bio Neches, Brakes Bayou.	Bio Neches, Brakes Bayou.
Agua	Rio Neches	2 cruces de Bear's Bayou afluentes	2 cruces de Bear's Bayou afluentes	4 cruces de Bear's Bayou afluentes
Plantas sin Invasión	23.5 acres	28.9 acres	39.2 acres	42.8 acres
Sitios Paleontológicos	14.0 acres de /adyacente	14.0 acres de /adyacente	25.0 acres de /adyacente	28.0 acres de /adyacente
Desplazamientos	0	3 (comercial)	3 (comercial)	0
Derecho de Paso	2.7 acres	7.4 acres	34.8 acres	17.7 acres
Comentarios	0	0	0	0
Parques	Riverfront Park (estacionamiento, límites bajo revisión)	Riverfront Park (estacionamiento, límites bajo revisión) MLK Memorial Park	0	Riverfront Park (traza a la larga de BECS, límites bajo revisión)
Instalaciones Comunitarias	Estacionamiento de la ciudad	Iglesia / escuela, estacionamiento de la ciudad	0	0
Balés Ingresos / Menores	25% bajos ingresos 64% minoría		26% bajos ingresos 85% minoría	22% bajos ingresos 52% minoría
Costo				
Programas de Costo	\$1120 M	\$1380 M	\$430 M	\$400 M
Otras Consideraciones				
Construibilidad	Junto a la ruta principal activa. Suficientemente afuera de las ocupaciones ferroviarias existentes para poder construir con una interrupción mínima.		Varía según la sección. La mayoría de los trabajos sobre la nueva alineación reduce la coordinación operativa con el río y el tráfico. Construcción de una estructura más alta y más larga puede compensar los beneficios de distancia.	
Construcción Impactos Relacionados	Ningún impacto de carretera.	Retrasos temporales en las carreteras con construcción de estructuras de separación a nivel.	Retrasos temporales en las carreteras con construcción de estructuras de separación a nivel.	
		Temporal cierre de carreteras y aumento para los límites que mejoran en los entornos a nivel.		

Proporcione sus Comentarios

- Consulte el reportero de la corte para dejar un comentario verbal.
- Dejar un formulario de comentarios en la caja de comentarios de esta noche.



TxDOT utilizará los procedimientos de participación pública bajo NEPA para cumplir con los requisitos de participación pública la Sección 106.

Sección 106 Procesos (www.achp.gov)

La Ley de Preservación Histórica Nacional (1966) tiene en cuenta los efectos de encargarse de Propiedades Nacionales Registradas elegibles o listadas.

Las partes consultantes pueden dar su opinión sobre puntos decisivos claves en el proceso de la Sección 106. Individuos u organizaciones pueden solicitar ser parte de la consultoría para este proyecto poniéndose en contacto con el Sr. Gil Wilson, TxDOT Programas Ferroviarios.

- Envíe comentarios a:
Mr. Gil Wilson
TxDOT Rail Programs
125 East 11th Street
Austin, TX 78701-2483
Email: gil.Wilson@txdot.gov

Los comentarios deben ser recibidos el 31 de Octubre de 2015

Appendix K – Sign In Sheets

Citizens

Elected Officials

Media

Staff

Neches River Bridge Study
 Public Meeting
 21 October 2015
 Central Park Community Center



CITIZEN SIGN-IN SHEET

(Please Print Your Information)

Name	Company / Organization	Email	Zip Code
Gary Williams			77707
Melinda Williams			77707
Edna Anzola			
Diane Gordy	CDF		77709
David Proctor			
Bob Dick			9776
John Brusenhan	Bo-Mac Contractors		77707
Sammy Dyer	Bo-Mac		m 77707
Sammy Stevenson	Parkwood Land Company		
Kevin S. Am			75956
HAL BEAN			
JIM LIVINGSTON	LANIER ASSOCIATES		77701
STEVE HOFFMAN			77706
XXXXXXXXXX	XXXXXXXXXX		

Neches River Bridge Study
 Public Meeting
 21 October 2015
 Central Park Community Center



CITIZEN SIGN-IN SHEET

(Please Print Your Information)

Name	Company / Organization	Email	Zip Code
Thomas Lewis	Amtrak		77701
MARK STUBBIN			
GARRY MILLS			77702
MARK VINTOR	JEFFERSON ENERGY CO		77701 PO. BOX
DOUG LARLEY	AMELIA NEIGHBORHOOD		77707
DOUG LARLEY	DOUG LARLEY		
Jennifer Pate	Sen Oregonator		us 77701
Marko Rowell	APAC - TX		77701
ZACH JOHNSON	Rep. Dade Prekous Office		
Becky Furber	APAC - TX		77701
DOUG LARLEY	DOUG LARLEY		
DOUG LARLEY	DOUG LARLEY		

**Neches River Bridge Study
Public Meeting**

21 October 2015

Central Park Community Center



**Texas
Department
of Transportation**

ELECTED OFFICIALS SIGN-IN SHEET

(Please Print Your Information)

Name	Company / Organization	Email
Mike Getz	Mayor Pro Tem City of Beaumont	MD Getz@AOL
Dade Phelan	St. Rep	dade.phelan@house.state.tx.us
Tony E. Crump	ORANGE CITY COMMISSIONER	
Joseph Merdalani	City of Beaumont	jmerdalani@ci.beaumont.tx.us
Zheng Tan	City of Beaumont	stan@ci.beaumont.tx.us

**Neches River Bridge Study
Public Meeting**

21 October 2015

Central Park Community Center



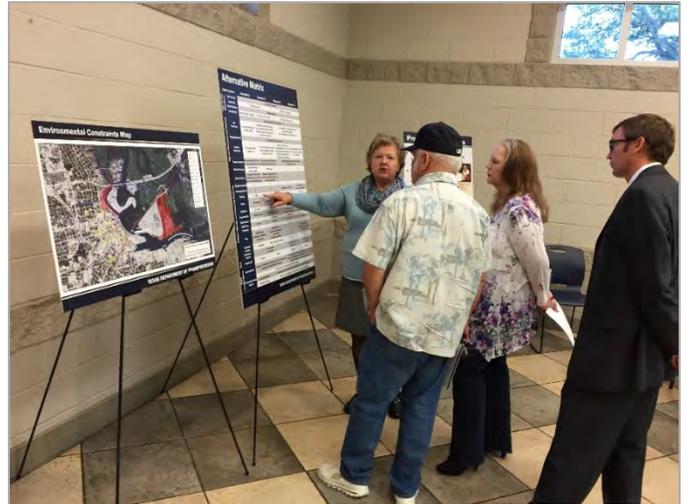
STAFF SIGN-IN SHEET

(Please Print Your Information)

Name	Company / Organization	Email
Gil Wilson	TxDOT	gil.wilson@txdot.gov
Quentin Huckaby	TxDOT	Quentin.Huckaby@txdot.gov
Melissa Neeley	TxDOT	melissa.neeley@txdot.gov
Annie Lagow	TxDOT	annie.lagow@txdot.gov
Lorraine Richards	Baker	larichards@mbakerintl.com
Matt Barkley	Baker	mbarkley@mbakerintl.com
ERIK STEAVENS	TxDOT	erik.stevens@txdot.gov
Steven Brock	TxDOT	steven.brock@txdot.gov
Sara Clark	TransSystems	sjclark@transystems.com
Thomas Munson	TransSystems	tmunson@transystems.com
Scott Ayres	TxDOT - BMT	scottayres@txdot.gov
Yohana Henao	M. Baker	Yohana.Henao@mbakerintl.com
Sarah Dyre	TxDOT	Sarah.dyre@txdot.gov
Tucker Ferguson	TxDOT	tucker.ferguson@txdot.gov

Appendix L – Photographs







Appendix M – Written Comments

Chris Boone, City of Beaumont, Director of Planning and
Community Development

Rebecca Rutledge, APAC

Melinda Williams

David Paderas

Rowell, APAC

Michael Getz, City of Beaumont, Mayor Pro Tem

Sonny Stevenson, Jr., Parkwood Land Company

Zheng Tan, City of Beaumont, City Engineer

Hal Bean, Slamback Partners

Chris Fisher, Port of Beaumont, Port Director & CEO

John Roby, Port of Beaumont, Director of Corporate Affairs



COMMENT FORM

Neches River Bridge Study

October 21, 2015 – Public Meeting

Thank you for attending today's meeting. Your input is important to this project!

Name: Chris Boone - Director of Planning & Community Development

Address: 801 MAIN
Beaumont, TX

Email: CBOONE@ci.beaumont.tx.us

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- am employed by TxDOT
- do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

You may leave this form at the meeting, or mail it by October 31, 2015 to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson

125 East 11th Street, Austin, TX 78701-2483

Comments:

After careful consideration I find alternative "E-1" to be, by far, the best alternative. Alternatives E-2, N-1 & N-2 would have a significant detrimental impact on the city. The raised structure of E-2 would negatively affect the historic character as well as ~~negatively~~ the low-to-moderate income population of Beaumont Downtown. The negative impact to all citizens of Beaumont, particularly the low-to-moderate income neighborhoods, resulting from alternatives "N-1" & "N-2" would be even more severe. Alternatives N-1 & N-2 would

Comments (Continued):

cause a severe negative impact on vehicular & pedestrian traffic and result in a significant economic cost.

In addition, "N-2" would be counter to a 30+ year plan to redevelop Downtown Beaumont by re-establishing a rail track along Riverfront Park, just after Sot the 6 rail yard tracks were removed, after a 20+ year effort.

Again, alternative "E-1" would, by far, have the most minimal environmental, cultural & economic impact on our City.

Thank you!



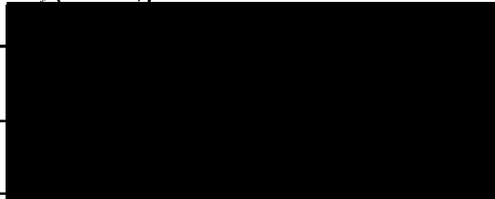
COMMENT FORM

Neches River Bridge Study

October 21, 2015 – Public Meeting

Thank you for attending today's meeting. Your input is important to this project!

Name: Rebecca Rutledge

Address: 
Email: 

(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

You may leave this form at the meeting, or mail it by October 31, 2015 to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson
125 East 11th Street, Austin, TX 78701-2483

Comments:

WE RECEIVE BARGES & ANY HEIGHT RESTRICTIONS
WOULD BE DETRIMENTAL TO OUR COMMERCE.

WE WILL BE OPPOSED TO ANY RESTRICTIONS TO OUR
RECEIVING MATERIAL VIA WATER



COMMENT FORM

Neches River Bridge Study

October 21, 2015 – Public Meeting

Thank you for attending today's meeting. Your input is important to this project!

Name: Melinda Williams

Address: [REDACTED]

[REDACTED]

Email: _____

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- am employed by TxDOT
- do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

You may leave this form at the meeting, or mail it by October 31, 2015 to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson

125 East 11th Street, Austin, TX 78701-2483

Comments:

I feel that changes need to be made
to expedite Rail traffic in Beaumont.



COMMENT FORM

Neches River Bridge Study
October 21, 2015 – Public Meeting

Thank you for attending today's meeting. Your input is important to this project!

Name: APAC - TEXAS

Address: [Redacted]

[Redacted]

Email: [Redacted]

(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

You may leave this form at the meeting, or mail it by October 31, 2015 to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson
125 East 11th Street, Austin, TX 78701-2483

Comments:

WE RECEIVE MATERIALS BY BARGE & ARE LOCATED
NORTH OF THE BRIDGE WE NEED A MINIMUM OF
50 FOOT CLEARANCE SO THE TUGS & BARGES CAN PASS.



COMMENT FORM

Neches River Bridge Study
October 21, 2015 – Public Meeting

Thank you for attending today's meeting. Your input is important to this project!

Name: Michael Gotz, Mayor Pro Tem, City of Beaumont

Address: PO Box 1083
Beaumont, TX 77704

Email: MDGotz@AOC.com

(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

You may leave this form at the meeting, or mail it by October 31, 2015 to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson
125 East 11th Street, Austin, TX 78701-2483

Comments:

I have looked at all 4 proposals
and the only one that makes any
sense to me is E-1.



COMMENT FORM

Neches River Bridge Study

October 21, 2015 – Public Meeting

Thank you for attending today's meeting. Your input is important to this project!

Name: Sammy Stevenson

Address: [Redacted]
[Redacted]

Email: _____

(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

You may leave this form at the meeting, or mail it by October 31, 2015 to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson

125 East 11th Street, Austin, TX 78701-2483

Comments:

Prefer
N-1 N-2 Lift Bridge would be best for me
Parkwood Bank Company.



COMMENT FORM

Neches River Bridge Study

October 21, 2015 – Public Meeting

Thank you for attending today's meeting. Your input is important to this project!

Name: SLAMBACK PARTNERS HAL BEAN

Address: [REDACTED]

Email: [REDACTED]

(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

You may leave this form at the meeting, or mail it by October 31, 2015 to:

TxDOT Rail Programs / Attn: Mr. Gil Wilson

125 East 11th Street, Austin, TX 78701-2483

Comments: I REPRESENT A PARTNERSHIP
THAT ~~OWNS~~ OWNS 24 ACRES SOUTH
OF I-10 BETWEEN THE NECHES
RIVER AND DRAKES BAYOU. IT IS
PRESENTLY RENTED TO APAC. THE
PROPERTY USES THE NECHES
RIVER FOR BARGE ACCESS AND IS
DEPENDENT ON HAVING THE BRIDGE
MOVABLE FOR THIS ACCESS. IF YOU NEED
ANY FURTHER COMMENTS OR HAVE
ANY QUESTIONS, MY PHONE IS
409-659-0079

HAL BEAN



October 26, 2015

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

Reference: Neches River Bridge Study

Dear Gil,

Thank you for the opportunity to comment on the Neches River Bridge Study being conducted for the Texas Department of Transportation.

The Port of Beaumont would like to ensure the study takes into account all of the future development plans for both sides of the Neches River in Jefferson and Orange counties, north and south of the existing rail lines.

The port and our development partners expect rail traffic to increase significantly on both existing and expanding industrial facilities on port property. Collectively, the port and our partners are working on improvements to the existing rail lines to accommodate higher volumes of traffic which will continue to enhance employment and economic value to Southeast Texas.

We would like the opportunity to review future grade separations and any changes to both through and local rail service in the area around the current rail infrastructure in the area of the bridge study.

2.

We appreciate your consideration in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Fisher". The signature is fluid and cursive, with a large initial "C" and "F".

Chris Fisher
Port Director & CEO

CC: Al Salazar, Jefferson Energy Companies
Mark Viator, Jefferson Energy Companies
David Cowart, Lanier & Associates
Jim Livingston, Lanier & Associates

From: "John R. Roby" <jrr@portofbeaumont.com>
Date: October 27, 2015 at 9:03:58 AM CDT
To: 'Gil Wilson' <Gil.Wilson@txdot.gov>
Cc: <trmunson@transystems.com>
Subject: FW: Latest Site Plan

Attached are the latest master plan drawings for the existing and future development of the port's Orange County terminal.
These drawing are being sent in reference to the port's comments submitted by letter October 26,2015 regarding the KCS Railroad Bridge study.

Please contact me if you have any questions.



John Roby
Director of Corporate Affairs

Port of Beaumont

Office: 409.835.5367 **Cell:** 409.656.7327

E-mail: jrr@portofbeaumont.com

Website: www.portofbeaumont.com

This e-mail and any content within is for communication purposes only and shall not constitute a binding obligation of the Port of Beaumont. All port usage shall be governed by Port of Beaumont Tariff No. 006. All contracts, including lease agreements, must be executed by the duly authorized representative of the port and any contracting party to establish a contractual relationship. Typewritten names within this e-mail are for contact purposes only and shall not be construed to be the signature of the sender.

From: David Cowart [<mailto:dcowart@lanier-engineers.com>]

Sent: Monday, October 26, 2015 5:50 PM

To: John Roby

Cc: Mark E. Viator; Jim Livingston; Chris Fisher; Bill Carpenter

Subject: FW: Latest Site Plan

Guys,

Please find attached the latest master plan drawings for the South and North Terminal at Orange County to share with TXDOT or their consultant working on the Neches River Bridge Study.

Let me know if you have any questions.

Thanks,

David

David Cowart

Vice President

Lanier and Associates Consulting Engineers, Inc.

Beaumont Office: 409-212-1051

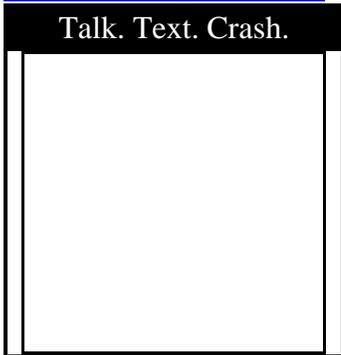
Beaumont Fax: 409-212-1541

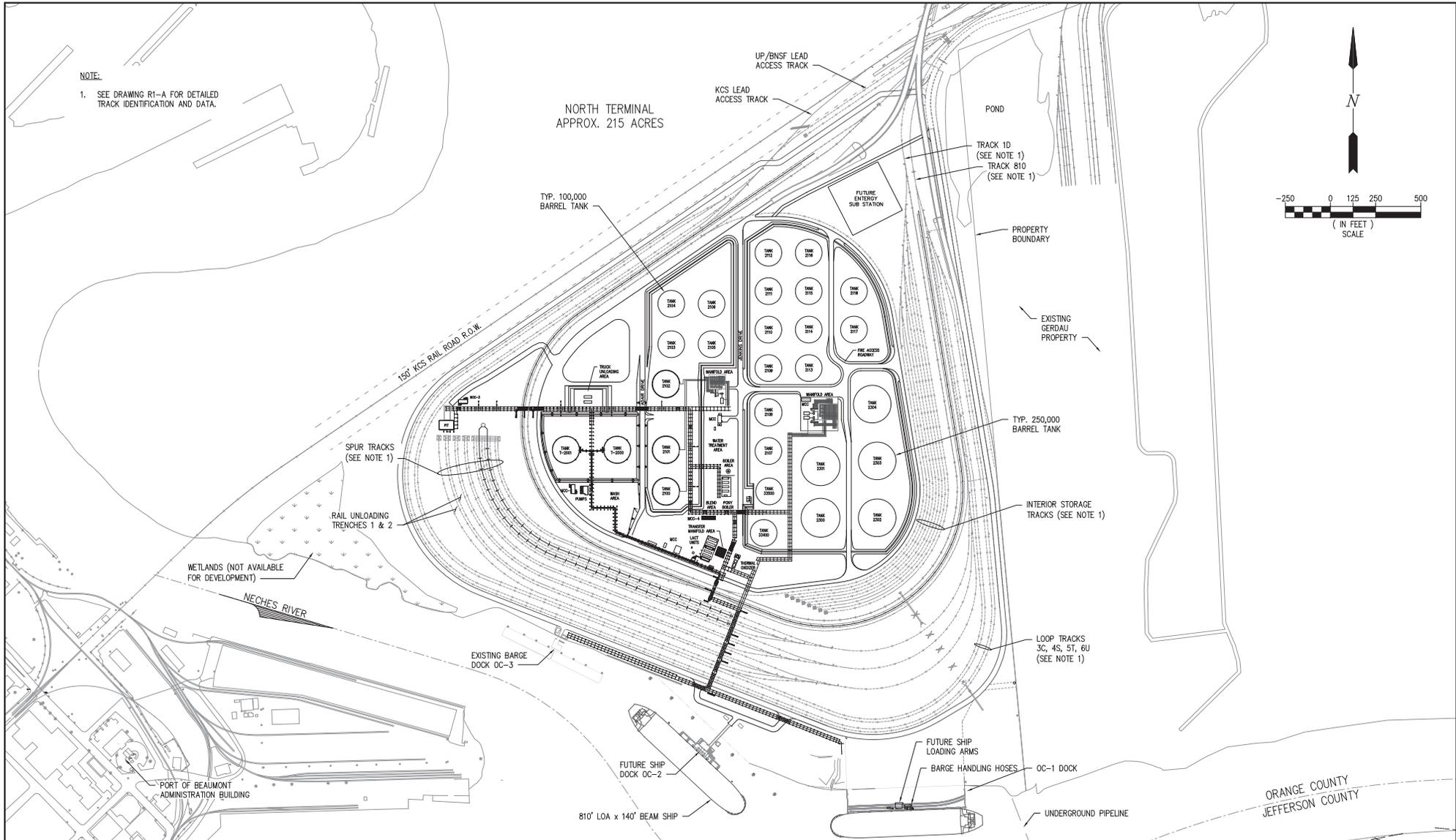
Cell: 985-516-4893

Email: dcowart@lanier-engineers.com

www.lanier-engineers.com

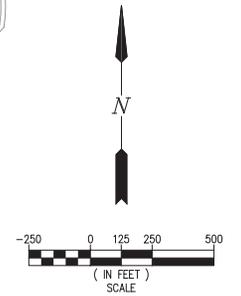
Talk. Text. Crash.





NOTE:

1. SEE DRAWING R1-A FOR DETAILED TRACK IDENTIFICATION AND DATA.



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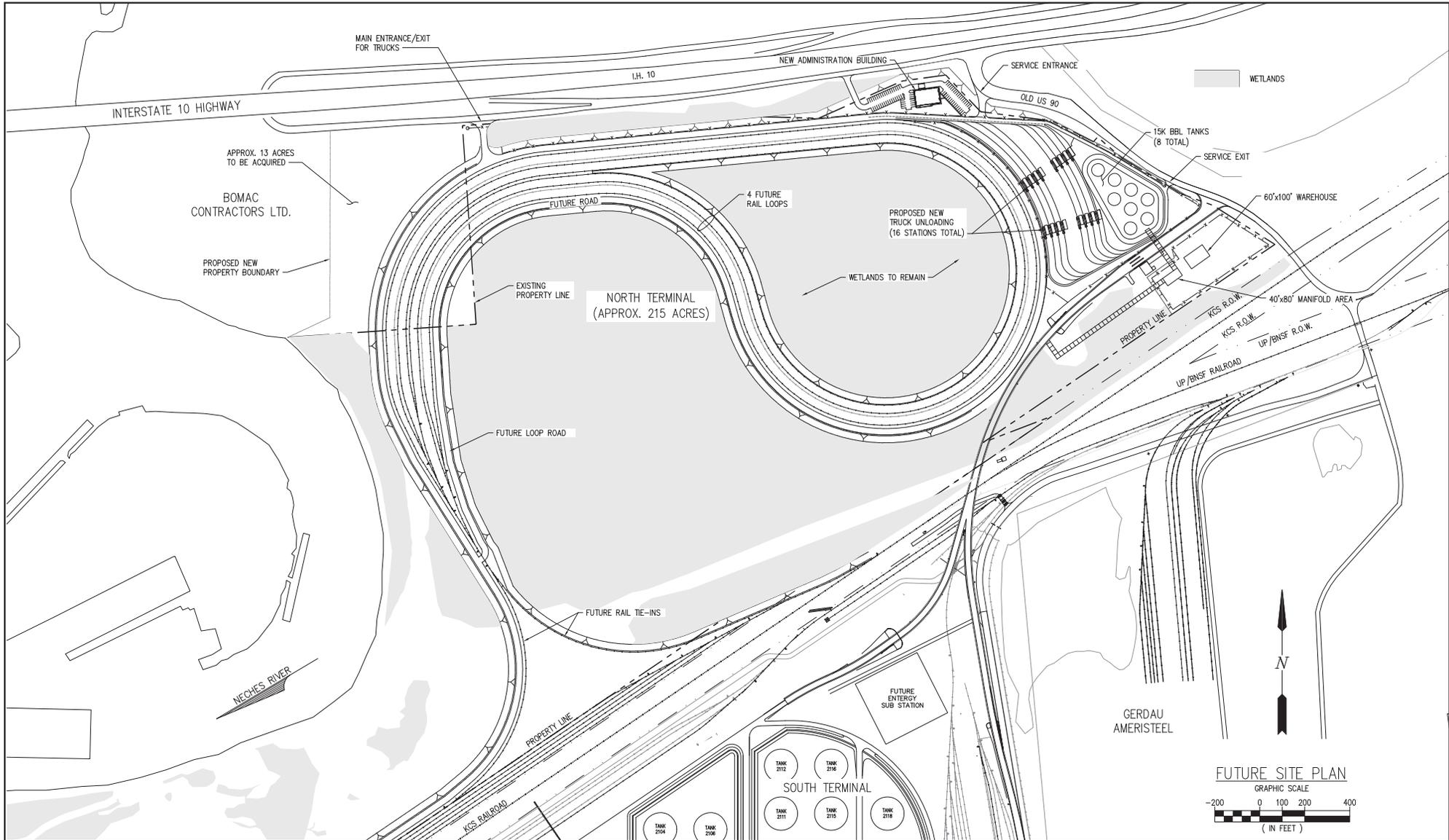
REV.	DATE	BY	DESCRIPTION

THIS PLAN HAS BEEN PREPARED UNDER MY CLOSE PERSONAL SUPERVISION. TO THE BEST OF MY KNOWLEDGE IT COMPLIES WITH ALL REQUIREMENTS.

DATE OCT '15
 SCALE NOTED
 DESIGN _____
 DRAWN SLB
 CHECK _____
 APPR'D _____
 CAD NO. 9656_C4

JEFFERSON GULF COAST ENERGY PARTNERS, LLC
 BEAUMONT TEXAS
ORANGE COUNTY DEVELOPMENT
SOUTH TERMINAL
PROPOSED FUTURE SITE PLAN

SHEET NO. 9656-15
C4



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REV	DATE	BY	DESCRIPTION

THIS PLAN HAS BEEN PREPARED UNDER MY CLOSE PERSONAL SUPERVISION, TO THE BEST OF MY KNOWLEDGE IT COMPLIES WITH ALL REQUIREMENTS.

DATE OCT. 15
 SCALE NOTED
 DESIGN
 DRAWN SLB
 CHECK
 APPR'D
 CAD NO. 9656.07

JEFFERSON GULF COAST ENERGY PARTNERS, LLC
 BEAUMONT, TEXAS

ORANGE COUNTY DEVELOPMENT
NORTH TERMINAL
ENLARGED FUTURE SITE PLAN

SHEET NO. 9656-15
C7

Appendix N – Verbal Transcript

Doug Landry, Amelia Neighborhood, Beaumont Housing
Authority

Michael Getz, City of Beaumont, Mayor Pro Tem

Steve Hoffman, Resident and Member of Dowlen West
Neighborhood Association

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TXDOT PUBLIC HEARING

October 21, 2015

Verbal comments at the TXDOT PUBLIC HEARING was taken on the 21st of October, 2015, before Dianna L. Edwards, CSR in and for the State of Texas, reported by machine shorthand at the Central Park Community Center at 2925 Fannin Street, Beaumont, Texas.

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DOUG LANDRY, Amelia neighborhood and Beaumont Housing Authority.....	3
MICHAEL GETZ, Mayor Pro Tem, City of Beaumont.....	3
STEVE HOFFMAN, resident and member of Dowlen West Neighborhood Association.....	4

1 P R O C E E D I N G S

2 DOUG LANDRY,

3 representing Amelia neighborhood and Beaumont Housing
4 Authority, commented as follows:5 From a -- from a viable standpoint,
6 alternative E-1 seems the most feasible because of the
7 amount of impact. It's less impact. It's cost
8 feasibility. The one question that I do have is: Where
9 does the funding come from? Is it TXDOT? Is it federal
10 or is there more of a -- is it railroad? Which railroad
11 is subsidized by our government tax dollars. Of course,
12 it's all tax dollars. Next question, if -- if al -- if
13 there is a -- if E-1 is not most feasible, the second
14 would be N-1, as there would be less environmental
15 impact based upon the exhibits presented. That's it.
16 I'm also with Beaumont Housing Authority, which would
17 affect low-income housing.

18 MICHAEL GETZ,

19 representing City of Beaumont as Mayor Pro Tem,
20 commented as follows:21 I'm Michael Getz. I'm the Mayor Pro Tem
22 for the City of Beaumont. I've looked at all
23 alternatives; and the only one that makes any sense to
24 me is E-1, which is building a structure adjacent to the
25 existing bridge. I think our citizens of Beaumont will

1 be extremely opposed to N-1 and N-2, and E-2 looks like
2 it would be way too costly and would involve
3 condemnation of too much property for that to be a
4 viable alternative as well. So, E-1 seems to be the
5 only viable alternative to me. I'll put this in writing
6 as well.

7 STEVE HOFFMAN,

8 representing as a resident and a member of the Dowlen
9 West Neighborhood Association, commented as follows:

10 I reviewed all the plans with the
11 different proposals that were out there. And to be
12 honest, there's not one attaboy winner that's -- that's
13 a dead -- dead-out winner. There's always -- every one
14 of them has got a "gotcha." You know, some are worse
15 than others. I think the problem is that a lot of what
16 was going on here y'all were not familiar with what the
17 city's been trying to do.

18 I mean, the city council meeting that I
19 was at Tuesday, the riverfront park has been a thing
20 they've been trying to develop. They've spent a lot of
21 time getting rid of railroad tracks in that location so
22 we could expand the park. And then commercial
23 ventures -- they were just talking at the council
24 meeting about a restaurant on the river, which is highly
25 wanted, as well as a downtown visitors' center park, a

1 hotel that would be part of the convention center
2 complex. And that was going to be on the riverfront.
3 And you would have to work your way across the tracks.

4 Prior we had a pedestrian tunnel as well
5 as a surface asphalted way with a signal to, you know,
6 prevent people from running into trains to make the B --
7 the Burlington Northern track to go to the port. That's
8 the BNSF. And, so, that development -- part of what
9 y'all want to do is either take a -- take part of the
10 land that's not been developed because the track has
11 been blocking access to it down -- down by the -- the
12 current main line tracks. And what I understand, as it
13 was explained to me, that y'all would be pretty much
14 containing that with fencing and stuff like that, which
15 would make it not available for our activities.

16 Even though it is close to the main line,
17 you can deal with noise by putting a vegetation
18 screening and -- and putting things that would knock the
19 noise down. We've had to deal with that in the past
20 because most of our winds in the summer come from the
21 south. That blows the north noise into the park. So,
22 we've dealt with that and not had a problem. So, you
23 know, that one's kind of -- all this work going down for
24 nothing with all these different things happening.

25 The path to taking -- paralleling I-10,

1 which I think is N-1 and 2, seemed at first to be good.
2 Even your own people had some issues about possibly with
3 the environmental impact in the Orange County area. You
4 know, they thought that might be a -- something that
5 might be a problem in the future, you know, that they
6 may have issues with the waste site there, which I
7 understand -- with the environmental site that's
8 there -- right there by the -- Interstate 10,
9 Highway 90. Which I understand that area because I
10 remember what they used to have there. It was not --
11 not nice. And I think they were storing, you know,
12 toxic waste there also.

13 The problem is getting the trains to
14 that -- that bridge, you know. There's not a good way
15 because if you take the Burlington Northern track from
16 their switch yard, that means you're going to come down
17 and use the existing track that would take you to the
18 port; and it goes right down across Martin Luther King,
19 which is a major feeder north-south. We just made that
20 into a major feeder, and they spent a lot of money.
21 TXDOT put a lot of money into it.

22 I would have no problem with that if
23 y'all wanted to put an overpass or underpass in, you
24 know; but we're not going to pay for it. And I'm not --
25 I can't see our taxpayers paying for something that we

1 didn't even ask for, you know. So, I mean -- and that
2 way you're not blocking -- I mean, it's bad enough what
3 little switching they do much less putting a second main
4 line in. So, that -- that becomes a problem.

5 And to go down between Martin Luther King
6 and Pine Street, it's almost touching the houses. I
7 mean, it's basically running down the middle of a
8 residential street. With the residential street, I
9 mean, you barely can get a car, you know, down on one
10 side or the other of the track without almost running
11 into the grooves of the track at one point. And then
12 how are they going to do a main line through there and
13 not go one or two miles an hour, you know.

14 And, plus, the volume of traffic is
15 much -- train traffic through there would be much more
16 than they have currently. The only time it was high
17 volume was in the Iraq war when we were bringing a lot
18 of tanks and stuff from the military bases and taking
19 them into our port. I worked at a building that oversaw
20 the switch yard -- the switch yard at the riverfront
21 park area. They've now taken the majority of it out,
22 and that -- that thing was -- constantly had wheels in
23 motion. And you'd look out there and there's tanks as
24 far as you could see in the yard and then, you know,
25 personnel carriers and the like. And they would move

1 out, and then another day later they'd be full again.
2 So, it just was moving -- transiting through. But that
3 was a unique situation. This would be all the time.
4 So, I mean, that's going to be an issue.

5 Blocking the major street is going to be
6 a problem. Blocking Martin Luther King would be a major
7 problem because that's the main feeder that comes off
8 I-10 going to downtown, going to south county, going to
9 the prisons. You've got all these plants, people coming
10 from the other side of the river, Orange County, in that
11 area. They're going to come across I-10, going to take
12 the exit for Martin Luther King, go down Martin Luther
13 King to go to the plant jobs in Port Arthur and
14 Mid-County. That's an issue. And, of course, there's
15 people that work downtown and everything else.

16 So, I mean, to me the most likely
17 solution I could get behind is, my group and everything
18 else, would be dual tracking; and that includes using
19 the existing bridge, not an alternative bridge beside
20 it, so that minimizes the use of land easements around
21 there. I mean, they're already right -- going right
22 between the court -- our county courthouse and our
23 police department, which neither -- neither organization
24 has money to rebuild. The one -- the courthouse is a
25 historical building; so, you can't do anything with it

1 anyway. The police department is highly functional.
2 And you're going to -- there's some impact to that.

3 So, I mean, the ideal is that, you know,
4 use the current right of way and maybe a few more feet,
5 dual track it, and then dual track it across the bridge.
6 But that means that when you do reconstruct the bridge,
7 you'd have to take down the main line for some X number
8 of days as opposed to building a parallel structure so
9 you wouldn't take it down. And I couldn't get behind
10 building a parallel structure because ultimately then
11 you're grabbing a whole lot of land that to me is not
12 necessary.

13 You know, the analogy I made to the
14 gentleman that was explaining to me about the easements
15 and when I asked the question -- I said, "So, when you
16 build the interstates, Interstate 10, for instance,
17 you're expanding the lanes and stuff, does that mean
18 that you go out and buy, you know, 30 or 40 acres of
19 land to stage your stuff on and then that gets fenced
20 off and kept so all that commercial property is no
21 longer available because you had used it at one time to
22 stage -- stage materials?" I said, "That's not how you
23 do it." And I can't make it -- I can't see how it would
24 work that way in this situation. I mean, there's places
25 to stage building materials and equipment and stuff like

1 that.

2 I understand when you're going across a
3 river it's more complicated, you know, connecting and --
4 and all the things you have to do to make sure that the
5 trains can travel on a safe track; but to me it's like
6 that bridge has been there for a long time. I mean,
7 I've got pictures that go back in the -- I guess, the
8 '40s and '50s. That's about when that bridge went in.
9 Before that it was a swing bridge. And the bridge
10 that's down north of it used to be a swing bridge with a
11 trestle, and then they eventually made it into a lift
12 bridge like with a -- I forgot the term -- cantilever or
13 something like that. I'm not -- I don't know what the
14 term for it is engineering-wise, but that bridge -- now,
15 then they eventually took that out when they switched
16 everything to a main line.

17 And, so, I guess my basic point is the --
18 as one of our councilmen told me today when he was
19 looking at this -- he said, "The options seem to be bad
20 and more bad." And I tend to agree with him because
21 of -- it's -- the idea is good. It's just -- I think
22 all the elements around what we're trying to do -- what
23 you're trying to do is just not quite conducive.
24 There's no obvious, you know, like, "Okay. Here it is"
25 and it just -- everything falls into place and all the

1 pieces fit if every one of them is going to have a
2 downside.

3 I'm not sure you're going to be able to
4 sell any city participation to the public. I mean,
5 seriously. I mean, the city's already spending a lot of
6 money on trying to -- they're spending a lot of money on
7 projects already and that's committed; and then there's
8 a long list of projects that people are demanding. And,
9 so, to preempt that for this, they're going to look at
10 it like this is a commercial venture. The railroads --
11 if the railroads need it, they should pay for it.
12 They've got money. The businesses that are supplied by
13 the railroads that are impacted, they should fund it,
14 you know. But I don't think you're going to see us fund
15 it because there's no grant money available.

16 And given the way the oil is going right
17 now at the state level -- the way the oil business is
18 going in the state, the revenue projections are not
19 looking too good. Having lived in Austin for 15 years,
20 I kind of got tuned in -- worked for the state for a
21 while. Yeah, I understand that it's going to be tight
22 at the state level for some years until the oil industry
23 kind of gets back to stable and the prices, you know,
24 are conducive.

25 So, it's a great idea. You know, I'm not

1 sure you've got all the solutions that would make it a
2 winner. You know, I think somebody's -- somebody's
3 going to be unhappy. It just depends how unhappy. And
4 that's my -- my statement.

5 (COMMENTS CONCLUDED.)
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REPORTER'S CERTIFICATION
TXDOT PUBLIC HEARING
October 21, 2015

I, DIANNA L. EDWARDS, a Certified Shorthand Reporter in and for the State of Texas, hereby certify to the following:

I do hereby certify that the above and foregoing contains a true and correct transcription of all comments by individuals to be included in this transcription of the Reporter's Record, all of which occurred and were reported by me.

I further certify that the total cost for the preparation of this Reporter's Record is \$_____ and was paid by _____.

WITNESS MY OFFICIAL HAND this the 28th day of October, 2015.

Dianna Edwards
DIANNA L. EDWARDS, Texas CSR
Expiration Date: 12/31/2015
605 Hickory Trails Drive
Orange, Texas
(409) 313-2303
dedwards3@gt.rr.com

